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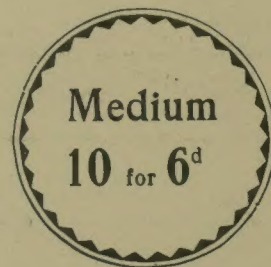


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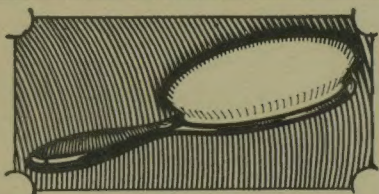
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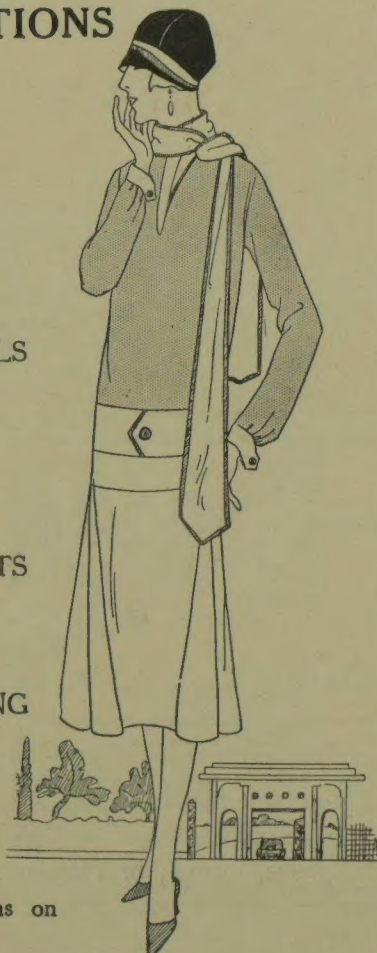
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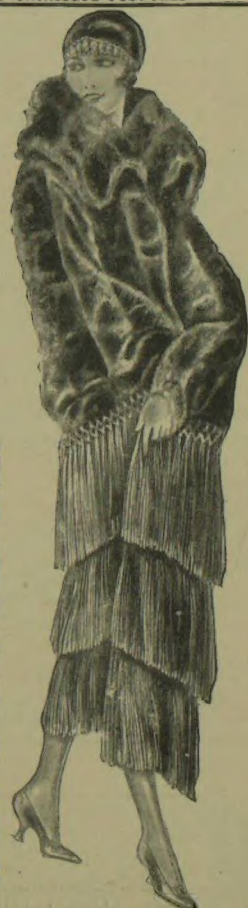
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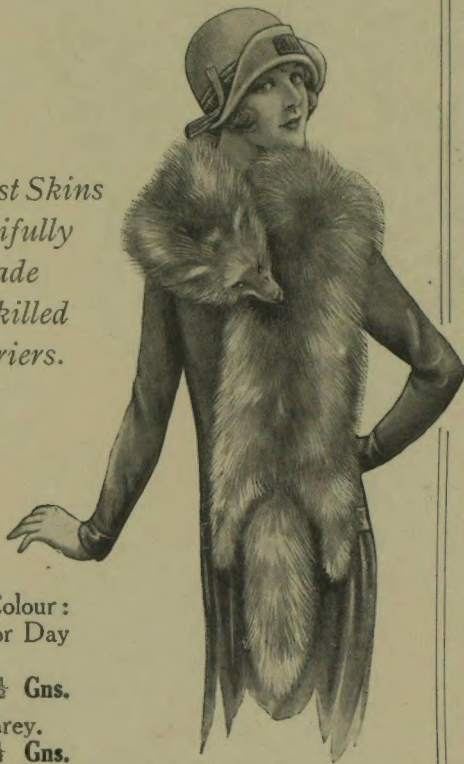
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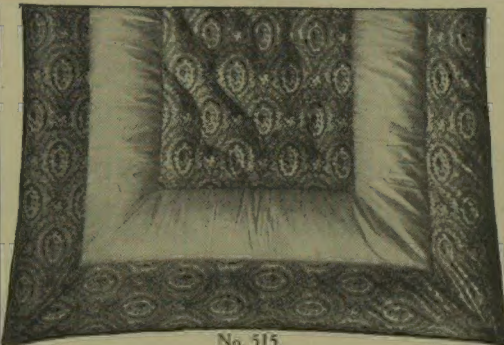
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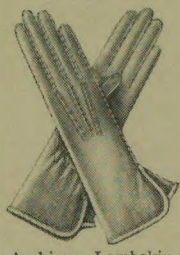
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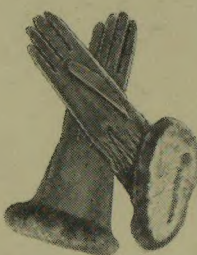


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G. 238.—Arabian Lambskin, mocha finish, lined wool, fur wrists, selected leather, in tan, nigger and slate. Special Price **12/9** per pair.



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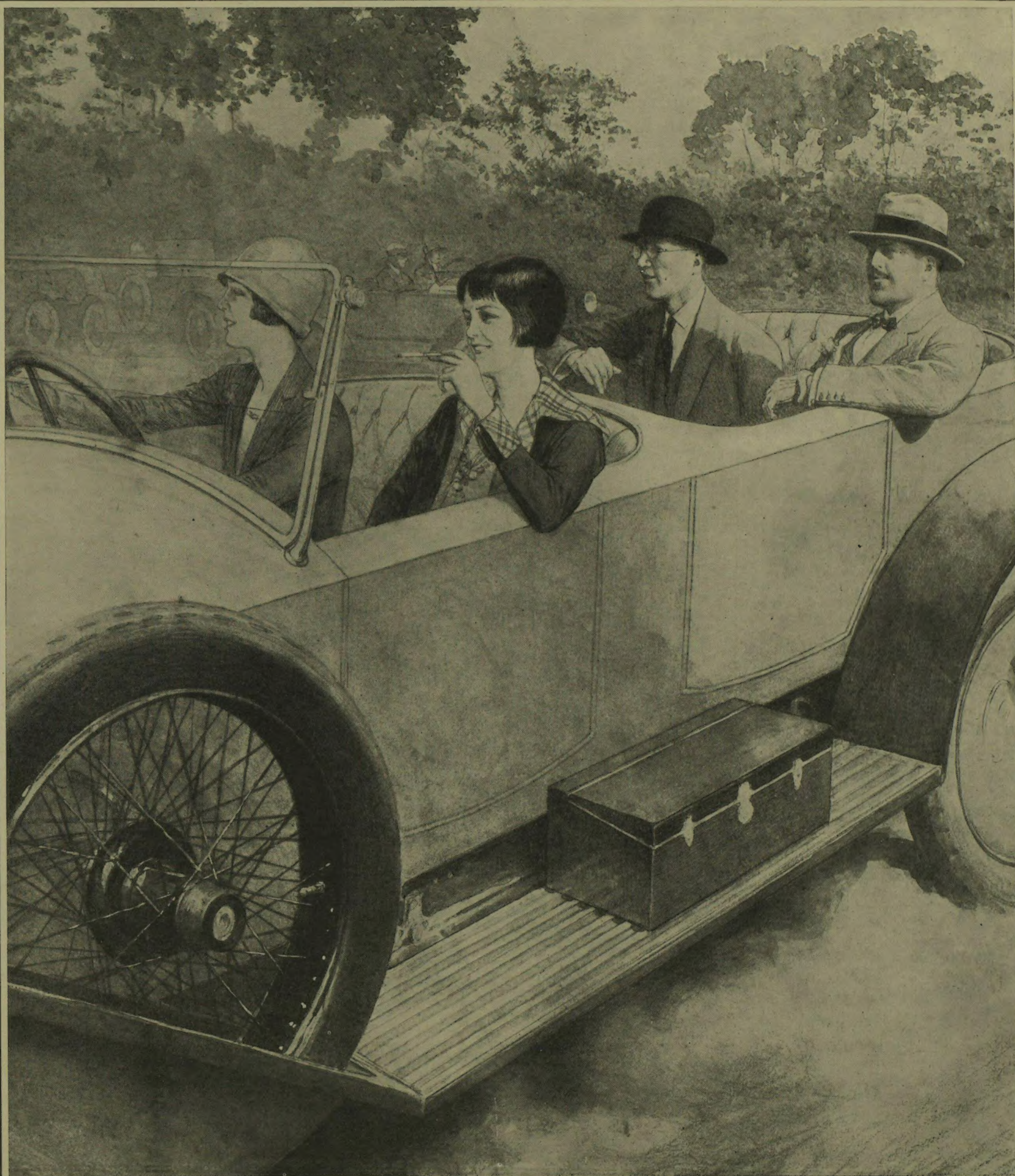
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THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

SATURDAY, OCTOBER 10, 1925.

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MAN TAKES A BACK SEAT! WOMAN AT THE WHEEL.

The woman owner-driver is now a well-known figure in motoring circles, and feminine enthusiasts are as common as male ones at this month's great Motor Carnival at Olympia. Before the war—only twelve years ago—few girls could

drive a car, and women visitors to the Motor Show were supposed only to be interested in the bodywork, the colour, and the fittings of the exhibits! To-day there are plenty of young girls who drive cars just as big as that shown here.

DRAWN BY L. SABATTIER.



By G. K. CHESTERTON.

I HAVE often expressed the wish that the papers would attack Bolshevism and not only Bolsheviks. What we want is argument against the thing itself, not abuse of the people who may or may not be drifting towards it. One thing is certain: if they really are drifting towards it, they will expect our arguments to point towards it; whereas our abuse never even comes near it. The journalists are always telling us that there is "an insidious propaganda" which expresses itself in red riot and ruinous world-wide strikes. That is where its insidiousness comes in. But if there really is an insidious propaganda, it must be an intimate and intelligent, or at least intelligible propaganda. It must consist of the Communist talking to the ordinary workman, and probably talking a great deal; telling him things, contradicting things he has been told, answering arguments, and so on. The sort of vivid little East End Jew, who is the only live thing in Bolshevism, is quite capable of answering arguments; but, in connection with the daily Press, he hardly has any arguments to answer. There are only alarms and excursions that are obviously addressed only to the middle classes and not to the working classes at all. But when, by some rare chance, the writers on the regular Press do set themselves to address the working man and not the man of their own sort, and to answer the Bolshevik and not the Bogey of their own nightmares, they always use the wrong argument instead of the right one.

The precise peculiarity of this current argument against Bolshevism is that, whatever else it is, it is not an argument against Bolshevism. It ignores the Bolshevik's assumption, which is a wildly false assumption, but which must be faced by anybody who is arguing with him. That assumption is that there is nothing normal or necessary about property being in private hands at all. Now the only argument the common defenders of capitalism ever use is this. They say that the man who plans to build a house finds work and wages for a number of other people, who would otherwise receive nothing if he had not conceived this bold and original plan. They say he gives away a great deal of his wealth in the form of sustenance to these people, and often keeps only a very reasonable amount of it to live on himself. Now this might be an argument addressed to somebody who admitted private property as absolute, but said that proprietors isolated all their wealth like misers. But it is not an answer to the person who denies private property at the start. The man can plan to build a house not because his bright fancy alone could conceive the idea of a house, but because he does already in fact possess all the bricks, mortar, timber, slates, or their equivalent in money or purchasing power. What makes him the capitalist is the capital. Granted his just ownership, doubtless it is better that he should build houses and pay bricklayers rather than bury the money in the garden. But it is not an answer to the man who thinks the bricklayers have as much original right as he to own all the bricks, timber, etc. Even if you think this view not worth answering, you will gain nothing by answering something else.

It may be true that, if bricks were owned in common, nobody but this one man of genius would think of building a house with them. But it is certainly not self-evident; and the critics of Communism do not set themselves to prove it. Now it is no good going on repeating that fallacy in public to the suburban clerk, that it may be jeered at in private by the little Jew in conversation with the workman. I think private property a part of common-

sense, but the little Jew does not, and the workman will not, if we never bring him in contact with private property either in practice or principle. What it is worth while to point out, first and last, is that Socialism is a tyranny; that it is inevitably, even avowedly and almost justifiably, a tyranny. It is the pretence that government can prevent all injustice by being directly responsible for practically anything that happens. The whole objection to Socialism is in two words of the Roman poet: "*Instans Tyrannus.*" For the workman those almost untranslatable words must be translated, perhaps roughly, thus: "Bolshevism is worse even than the present condition, because at present it is still possible that, if one man hates me and will not sell me bricks, another will; or somebody else may sell me timber and I will make

nature almost superhuman. I do not know if anyone believes that man, dressed in a little brief authority, will refrain from fantastic tricks merely because it is brief. And under a Socialist system there would be less chance than ever of bringing him to book, for the reason that I have often advanced and nobody I know of has ever answered. Where the State is the source of all, it cannot be the source of opposition to itself. It cannot provide pens, ink, and paper for people to write exposures of its own corruptions, still less political funds or sinews of war for an opposition to bring about its own fall.

What we are doing now is simply arguing with the Socialist on the assumption that he is not a Socialist. What we ought to be doing is turning his own Socialism against him. We ought to say: "By the same argument by which you prove Socialism to be a panacea I prove Socialism to be a servitude. It is you who say that it would prevent any unjust agreements, because the State would make all the bargains. I deduce from your own statement that, if the State is unjust, all the bargains will be unjust. It is you who say that nobody will starve, because the State will feed everybody. I deduce from your own statement that anybody whom the State refuses to feed will starve. It is you who say that nobody will be able to accumulate capital for private purposes such as exploitation or competition. I deduce from your own statement that nobody will be able to accumulate capital for private purposes such as free criticism of the State or popular protest against the State. It is you who say that the State will buy and sell everything, so that nobody will be cheated. I deduce from your own statement that, if the State cheats, everybody will be cheated. It is you who say that the State will be the only employer, so that nobody will be sweated. I deduce from your own statement that, if the State sweats, everybody will be sweated. I leave it to your own commonsense whether it is impossible for a State, merely because it is called a republic, to cheat or sweat or drive hard bargains or provoke popular protest. It is a series of very daunting, not to say damning, prospects that your Utopia opens before us. But it is you who have said these things, and not I."

In other words, the argument for Socialism is the argument against Socialism, and perhaps the one really important argument against Socialism. I may add that the argument is not affected by the many differences that exist amongst Socialists about what Socialism really is. It is not affected, precisely because it is the one and only argument for any sort of Socialism—the only real and respectable moral reason for being a Socialist at all. If the collective economic power is not strong enough to tyrannise, it is not strong enough to do anything that a Socialist wants it to do. If it has not power enough to commit injustice, it has not power

enough to prevent injustice. About the nature of that economic power itself, the process of its election and the title of its authority, its supporters do indeed differ a great deal. It might be a State officialism on the model of our own existing State officialism. It might be made on the model of a Soviet or consist of the official leaders of very large trades unions. It might be in theory the domination of a class, though in practice only of the representatives of that class. The Dictatorship of the Proletariat will never be the dictatorship of the proletariat, but it might be the dictatorship of a few proletarians. It is much more likely to be the dictatorship of a few prigs. But it must be a dictatorship, or it would have no chance of doing even the good that it claims to do.



UNVEILED BY EARL HAIG: A STATUE OF A MOSS-TROOPER. OR "BORDER WARRIOR," PART OF THE GALASHIELS WAR MEMORIAL.

Earl Haig unveiled on Sunday, October 4, at Galashiels this fine bronze statue of a Border moss-trooper, which forms part of the town's memorial to 638 of its citizens who fell in the war. The statue is the work of Mr. James J. Clapperton, a native of Galashiels. The whole memorial, which cost £21,000, includes new municipal buildings and a clock tower, with a curfew chime consisting of the last notes of "Braw, Braw Lads of Gala Water," a well-known Border song.—[Photograph by Topical.]

a hut or a caravan. But if I have offended the officials, and they own all the bricks, all the timber, all the very ground, there is no liberty left but death."

Bricks never are shared, in the sense of nobody in particular being empowered by law to direct the disposal of them. In all States there is some organisation, and in Bolshevik States there is rather too much organisation. And anybody who believes that the mere periodical collecting and counting of votes (to say nothing of the very undemocratic system of voting that Bolshevik States seem to favour) will of itself prevent a Jack-in-office being a nuisance, while he is in office, must have an innocence about human

OUR ANAGLYPHS.

Readers who have not yet obtained one of the special masks for viewing our Anaglyphs in stereoscopic relief may do so by filling up the coupon on page 6, and forwarding it with postage stamps value three-halfpence (Inland) or twopence-halfpenny (Foreign), addressed to "The Illustrated London News" (Anaglyph), 15, Essex Street, London, W.C.2.

MOSCOW'S BAT THEATRE IN LONDON AGAIN: "LA CHAUVE-SOURIS."

PHOTOGRAPHS BY STAGE PHOTO. CO.



From Nikita BaliEFF's
Collection :
"An Ancient Cameo."



Opera by Marionettes :
"Il Barbiere di
Siviglia,"
as Given by Members
of "La Chauve-Souris."



An American "Tongue-twister" Song :
"I Miss my Swiss ; My
Swiss Miss Misses Me."



"Porcelaine
de
Meissen :"
"The See-Saw."



"Left in Moscow"
by BaliEFF :
Figures from "An Ancient Cameo."



One of the New Items :
"The Chinese Billikens."

INTRODUCED, AS BEFORE, BY NIKITA BALIEFF : PLAYERS OF THE "CHAUVE-SOURIS" AT THE STRAND THEATRE.

The players of "La Chauve-Souris"—the Bat Theatre of Moscow—are in London again, thanks to the enterprise of Nikita BaliEFF, who again introduces them and their acts in his inimitable broken English, making what he himself called an "apparition" before each item. The programme as now being given at the Strand Theatre contains items both new and old. All are welcome. Special applause, however, is given to the "Wooden Soldiers," which is introduced by

request ; "Songs of Sentiment" ; "Il Barbiere di Siviglia," as rendered by living Marionettes ; "Love and Hierarchy : a Buffoonery of bygone St. Petersburg" ; "Malbrouck s'en va-t-en Guerre," with its procession of quaint wooden figures ; "The King orders the Drums to be Beaten" ; "Russian Working People's Ditties" ; and two American Songs, "Oh ! Katherina" and "I Miss My Swiss." London has come to regard the Chauve-Souris as an "institution."

Napoleon Speaks: "The Great Man" in the Bowood Papers

"THE FIRST NAPOLEON." Edited by the EARL OF KERRY.*

THROUGH the accident of descent and by reason of the somewhat complicated relationships of the Flahaults, the Bowood Papers are unusually varied as to origin. Of those in "The First Napoleon," the Earl of Kerry says: "They were for the most



SIGNED BY ISABEY: A HITHERTO UNPUBLISHED MINIATURE OF NAPOLEON AS FIRST CONSUL.

According to family tradition, this miniature was given by the ex-Emperor to Flahault at the moment of their final parting at Malmaison in 1815.

Reproduced from "The First Napoleon," by the Courtesy of the Editor, the Earl of Kerry, and the Publishers, Messrs. Constable.

part written at the time by persons who happened to come into actual contact with the great Emperor, and were eye-witnesses of the events related. Some of these persons were ancestors, English and French, of the present Lord Lansdowne; others were the correspondents of those ancestors." All were unconscious contributors to public "Napoleana," and all add to our comprehension of one of the most complex of characters, more especially when they are quoting the very words of the Emperor, or giving their own versions of them.

The first period dealt with is that of the Treaty of Schönbrunn, and it provides introduction to Charles Auguste, Comte de Flahault, who was Lord Lansdowne's grandfather, was then aide-de-camp to Berthier, Prince de Neuchâtel, the Chief of Staff, and was to be aide to the Emperor himself in the days of fluctuating fortune and of failure. He it was who recalled Napoleon's dictum: "One would like to know exactly how far the accusations made against the Archduke [John] are justified. . . . It is quite true that if one of my Generals had laid himself open to charges such as those now made against the Archduke, I should have sent him before a *conseil de guerre*, but the mistake was in giving a command of this kind to a Prince of the blood royal. Princes were intended only to hunt in their royal domains. Either they have talent, when they may attain to high command and so become a public danger, or they are so stupid that they cannot be employed at all. A sovereign must always be in a position to try, and, if necessary, to shoot, the Generals whom he employs. When you are dealing with Princes this cannot be done, for by trying or shooting a Prince you jeopardise the safety of the throne. History teems with instances of Princes who have been a source of anxiety to Kings."

In 1812—the next phase—the Emperor is recorded as saying, in connection with the Nationalism of the Poles: "Love of one's country is of all human instincts the most enduring. It is innate in every child, and it persists till death. No feeling is more difficult to eradicate. The Romans are the only nation who understood how to destroy it amongst conquered races, but they made use of methods which are repugnant to modern thought. They would remove an entire population from one country to another, but who could do this to-day? I believe myself to be fairly powerful, but were I to give orders for such a thing to be done, scarcely an officer would obey me."

Then the First Abdication—and Fontainebleau. Flahault insisted: "Never have I seen, a calmer or more courageous spirit," and from this, as well

as other evidence, Lord Kerry speculates that, his deductions as to the date of Flahault's letter (April 16-19) being correct, there is no basis of truth for the long-suspect statement that Napoleon attempted to poison himself on April 12, an allegation published by Baron Fain and supported mainly by the evidence of one Hubert, a valet.

Next: "The Sovereign of Elba," and remarkable talk reported by Mr. George Granville Venables-Vernon (afterwards Harcourt), who was accompanied by Mr. Fazakerley. "He smiled and began describing to us the battle of the Pyramids, which was a *beau spectacle*. . . . He had been obliged to conciliate the religious prejudices of the Turks, who had a very inconvenient aversion to be governed by Christians. 'I am a good Catholic,' said Napoleon, 'but no bigot, and something had to be done to conciliate those people. . . . They all agreed to suggest to us two conditions. One was that the whole French army should forego the use of wine, the other that we should all be circumcised. . . . I asked them to come together once more . . . eventually they gave up the idea of circumcising us, and insisted only that, for every bottle of wine that a Frenchman was allowed to drink, he should be expected to perform some good action. 'With pleasure, gentlemen, I readily agree'—and I thereupon began to build a mosque.'"

He had been less amenable on the occasion of an insurrection at Cairo. He explained that he had shot two hundred Turkish abbés within twenty-four hours. "As soon as people saw that weakness did not enter into my ideas of administration, they became very fond of me," he remarked.

A question of the Liberty of the Press brought comment on England. "You have a Government which is essentially aristocratic," he said. "Your aristocracy controls Parliament and can sway opinion; it actually upheld the Duke of York against his detractors. This sort of thing could never have happened in France; she has not got an aristocracy which can make itself felt. I tried to form one, but that was a thing which required time. . . . The two countries differ also in their national outlook. The English are proud, the French vain. . . . England was never so great as she is to-day; it is

His views on the possibility of doing away with slavery were, to say the least, original, and are particularly notable in view of France's attitude towards her native troops and citizens. Mr. Vernon chronicles: "The only mode of abolishing slavery altogether would be to permit polygamy. He had formed this opinion at Cairo, where he had observed that difference of colour does not affect the estimation which belongs to the individuals; he attributed this equality to the prevalence of polygamy. . . . Thus the offspring of a white, a mulatto, and a black are brought up together, sit at the same table, and receive the same education; which removes the prejudices prevailing generally among the whites against persons of colour. He therefore had proposed once to a French bishop that polygamy should be permitted in the West India Islands, but Monseigneur would not hear of it."

During the Hundred Days, he dealt with the Tenth Regiment of the Line, which had fired in the cause of Louis XVIII. "What I ought to do," he said, "would be to erase from the Army records the number of your regiment, to cover your standards with crape, and to order every tenth man amongst you to be shot. But I want to give you an opportunity to repair your fault and to put yourselves right with the Army. It is said that you have had bad leaders; I will now give you good ones, and I will place you in the forefront of the battle. You shall see every shot which is fired, and the stain which rests upon you shall be cleansed with your own blood."

Aboard the *Bellerophon*, "Bonny, the Reptile," as Admiral Viscount Keith was wont to call him, was much perturbed. He objected to being treated as a mere General Officer, and he was most anxious to live in England. "I am no more and can disturb nobody," he said to Keith; and he wrote to him: "I am not a prisoner of war, but I am the guest of England. . . . From the moment that I came of my own free will on board the *Bellerophon*, I considered myself to be under the protection of the laws of your country. I would rather die than go to St. Helena, or be confined in some fortress. . . . My intention, since I abdicated, has always been to make my home in one or other country—the United States or England."

Yet he joked while in the *Bellerophon's* barge, and found his cabin in the *Northumberland* "very good, better than the *Bellerophon*, for my little green bed is in it."

At St. Helena, discussing the battle of Waterloo, he argued that Wellington ought not to have fought, "as, according to all the rules of war he (Napoleon) should have won it, because he calculated on Grouchy keeping the Prussians in check."

But such quotations do the scantest of justice to the book Lord Kerry has edited so admirably, with so much care and knowledge. It must be read, and it has only to be read to be appreciated and re-read. "The Great Man" of Flahault and so many others is seen, as we have noted, in 1809, in 1812, 1813, and 1814; at the First Abdication; as Sovereign of Elba; during the Hundred Days, and, especially, at Waterloo and after; in the *Bellerophon* and the *Northumberland*; and on St. Helena; but there is much more that is vital.

Frankly friendly and fiercely foe-like light is thrown upon the Napoleonic character; Mme. de Souza, most determined of Flahaultistes, appreciates the Empress Josephine; Louis Bonaparte corresponds intimately with Mme. de Souza, then Mme. de Flahault; and there is the story of the romance of Queen Hortense, and Charles de Flahault, and of the birth of their son, Auguste de Morny, the future protagonist of the *coup d'état* of 1851. Most intriguing, this last; and Lord Kerry is able to say: "I have . . . brought together a number of extracts from the unpublished letters of Flahault and his mother in which (though the names are invariably disguised), there is a good deal of fresh information on the subject of this *liaison*, of Auguste de Morny's infancy, and of his putative parents, whose identity has hitherto baffled all research."

A remarkable piece of compilation and comment. E. H. G.



USED BY NAPOLEON AT ST. HELENA: A SÈVRES PLATE, WITH A PORTRAIT OF THE EMPRESS JOSEPHINE—BY J. B. ISABEY.

Stamped on the back of the plate is "Peint à la Manufacture Impériale de Sèvres, par J. B. Isabey: Août 1807."

Reproduced from "The First Napoleon," by the Courtesy of the Editor, the Earl of Kerry, and the Publishers, Messrs. Constable.

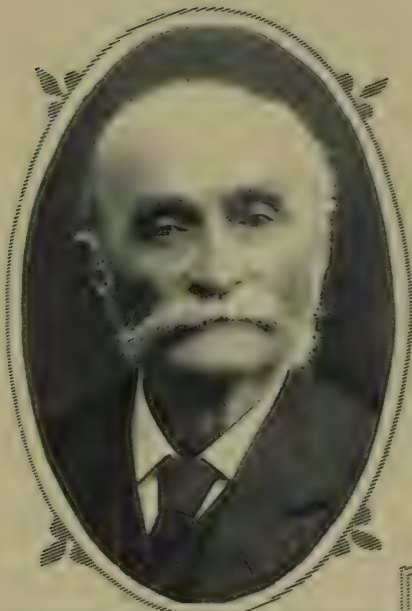
she who plays the leading part. But her day will come; she will fall like all great Empires."

Later, his dicta included: "A man must not lie continually; he may lie once, or perhaps twice, but not always—that is no use"; and "I was born a soldier; I have reigned for fifteen years. I have left the throne. Well, when one has lived through life's misfortunes, only a coward would complain."

* "The First Napoleon." Some Unpublished Documents from the Bowood Papers. Edited by the Earl of Kerry. With Sixteen Illustrations in Monochrome, and an Unpublished Miniature of Napoleon in Full Colour. (Constable; 21s. net.)

PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.

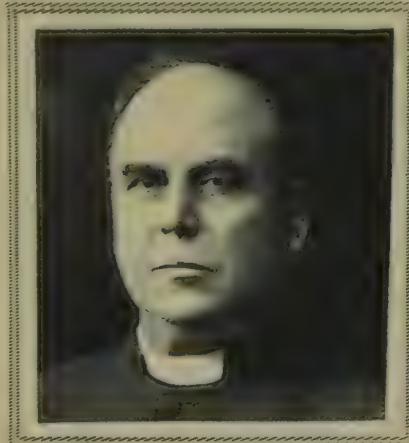
PHOTOGRAPHS BY RUSSELL, LAFAYETTE, KEYSTONE, ELLIOTT AND FRY, SPORT AND GENERAL, AND TOPICAL.



A GREAT PIONEER OF EMPIRE FORESTRY: THE LATE SIR WILLIAM SCHLICH, K.C.I.E.,



PHYSICIAN EXTRAORDINARY TO THE KING: THE LATE SIR ALAN REEVE MANBY, K.C.V.O.



NEW EDITOR OF "THE BRITISH WEEKLY": THE REV. DR. JOHN A. HUTTON.



COMMANDING FIGHTING AREA, AIR DEFENCE: AIR VICE-MARSHAL H. R. M. BROOKE-POPHAM.



THE NEW COMMISSIONER OF THE CITY OF LONDON POLICE: LIEUT.-COL. H. S. TURNBULL.



WINNER OF THE LADIES' INTER-COUNTY GOLF CHAMPIONSHIP FOR THE FIFTH YEAR IN SUCCESSION: THE SURREY TEAM.



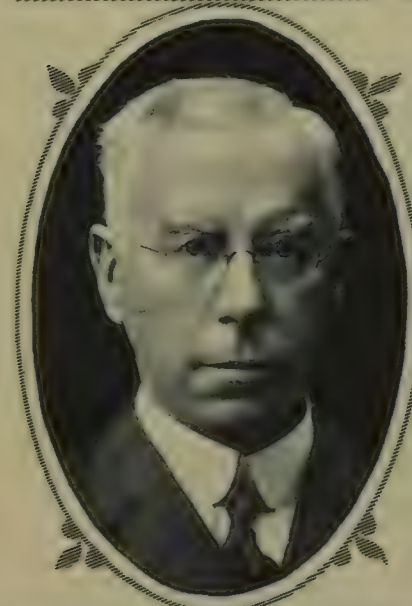
NEW FINANCIAL ADVISER TO THE GOVERNMENT OF IRAQ: MR. R. V. VERNON, C.B.



M.P. FOR GALLOWAY: THE LATE VICE-ADMIRAL SIR ARTHUR HENNIKER-HUGHAN.



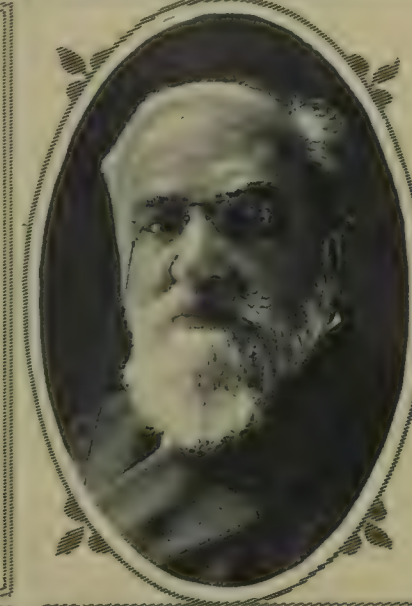
FIRST LORD CHIEF JUSTICE OF NORTHERN IRELAND: THE LATE SIR DENIS S. HENRY.



A GREAT SURGEON WHO HAS RESIGNED TWO CANADIAN APPOINTMENTS: SIR HENRY GRAY, K.B.E.



THE QUESTION OF THE FRENCH DEBT TO THE UNITED STATES: M. CAILLAUX WELCOMED AT NEW YORK BY MR. MYRON T. HERRICK, U.S. AMBASSADOR TO FRANCE.



A FAMOUS WORKER FOR INTERNATIONAL PEACE: THE LATE M. LÉON BOURGEOIS.

Sir William Schlich, who died at Oxford at the age of eighty-five, brought from Germany to the country of his adoption a remarkable knowledge of forestry. His work ranged over some fifty years—spent in India, at Coopers Hill, and at Oxford University.—Sir Alan Reeve Manby was physician in attendance on the King and Queen (then Prince and Princess of Wales) during their colonial tour in 1901.—Dr. Hutton is Pastor of Westminster Congregational Church.—Air Vice-Marshal Brooke-Popham's appointment puts him in command of all the fighting units engaged in Home Defence.—In our group of the Surrey County Team are (left to right standing) Mrs. Finlay (reserve); Miss Joannides (reserve); Mrs. A. C. Johnston (reserve); Mrs. Deane; and Mrs. Collis

Browne; (sitting) Miss E. E. Helme; Mrs. Kennedy; Miss M. Hunnewell; Mrs. Latham Hall; and Miss Molly Gourlay.—Sir Arthur Henniker-Hughan was Conservative Member for Galloway. He was fifty-nine. At the outbreak of the Great War he commanded the "Ajax," and later he had charge of Devonport Dockyard.—Sir Henry Gray, lecturer on clinical surgery at McGill University and Surgeon-in-Chief of the Royal Victoria Hospital, Montreal, resigned both positions recently, an act which has caused much comment.—M. Léon Bourgeois worked unceasingly in the cause of international peace. With the exception of the Presidency, he had held practically every Government office of importance in France. He was born on May 29, 1851, son of a clockmaker; and was called to the Bar.

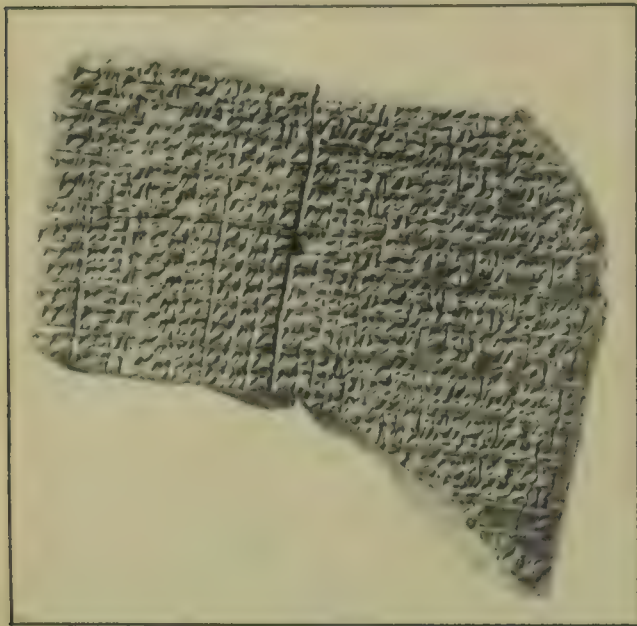
Fixing Abraham's Date and the Entire Chronology of Babylonia:

THE KISH TABLET—A DISCOVERY OF GREAT HISTORICAL IMPORTANCE.

By S. LANGDON, M.A., Ph.D., Professor of Assyriology in the University of Oxford.

THE fragment from the top of an inscribed clay tablet excavated at Kish in 1924 restores a text on a tablet in the British Museum (K. 2321) and completes the long-sought astronomical series of observations of the risings and settings of the planet Venus for the twenty-one years of the reign of Ammizaduga, tenth king of the first Babylonian Dynasty. The Kish tablet, when combined with a large tablet of the British Museum (K. 260) and K. 2321, gives the day of the month and the year of the reign in which Venus set in the east and reappeared in the west; when she set in the west and reappeared in the east, with exact figures for the length of her invisibility.

Between the eastern setting and western rising of Venus—that is, between the time when she is last seen as a morning star—and the time when she rises as an evening star, there is an average period of about seventy-five days; and between the time of her disappearance as an evening star and her rising as a morning star there is an average period of about seven days.



A DISCOVERY OF HIGH IMPORTANCE THAT HAS FIXED THE DATES OF EARLY BABYLONIAN KINGS: THE ASTRONOMICAL CLAY TABLET RECENTLY EXCAVATED AT KISH.

This highly important cuneiform tablet is one of many discovered at Kish by the Herbert Weld (for the University of Oxford) and Field Museum expedition.

These are called the periods of her invisibility. The Babylonian astronomers of the twentieth century B.C. have here given the exact lengths of the periods of invisibility of Venus with the monthly dates of all her risings and settings for the entire twenty-one years of Ammizaduga. A summary of all these dates in their monthly order is then given on the reverse of the Kish and British Museum tablets.

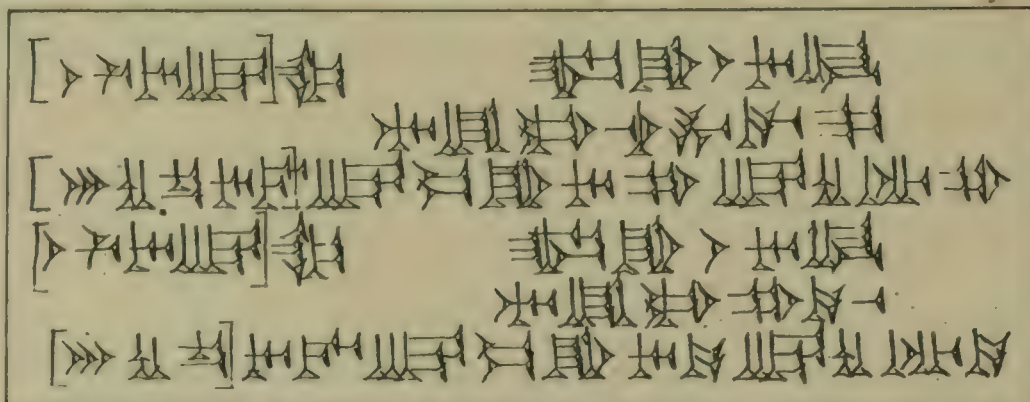
By means of astronomical calculations Dr. Fotheringham, Reader in Ancient Chronology at Oxford, has been able to calculate the exact year B.C. in which these risings and settings occurred. His calculations are almost universally accepted by English and foreign scholars; other attempts by German astronomers to fix the dates of the reign of Ammizaduga have been largely abandoned owing to the discovery of the Kish tablet and Fotheringham's brilliant calculations. This is a distinct triumph for British scholarship. By this means we now know that the famous lawgiver of Babylon, Hammurapi, probably Amraphel of Genesis 14, reigned

2067—2025 B.C. Consequently the date of Abraham is thus apparently settled.

The first Babylonian Dynasty began to reign at Babylon in 2169 B.C. It would be difficult to

In view of the very cogent arguments of Geology for the enormous age of the earth, the literal interpreters of Genesis assume that the six days of Creation mean six long periods. But the British Museum tablet, which represents the older and

original legend, states distinctly that "Heaven and earth were created upon one day and one night in the remote past." The Hebrew text means what it says: "And there was evening and there was morning, one day." It is a Babylonian legend, and cannot be employed as the basis for scientific argument in any sense whatsoever. It is a subject of real astonishment among Biblical scholars and Assyriologists that the true nature of the Hebrew legend was not explained to the public. A reproduction of the Babylonian text which gives the original myth of Genesis 1, verses 1-5, appears on this page. A literal translation of the Sumero-Babylonian



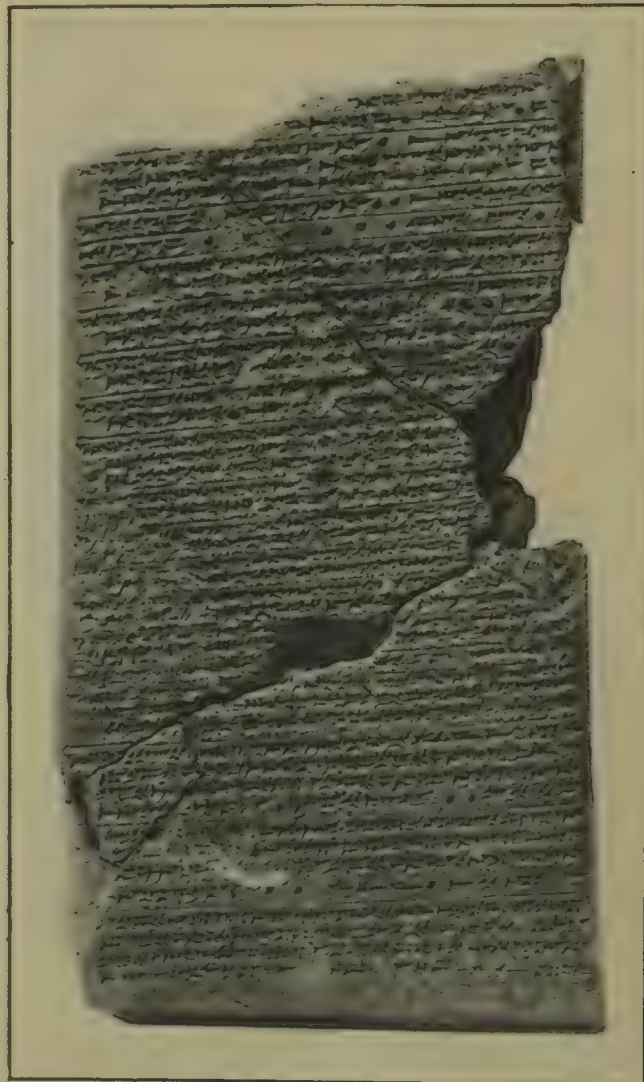
EVIDENCE THAT THE BIBLICAL ACCOUNT OF CREATION WAS DERIVED FROM AN OLDER BABYLONIAN LEGEND: THE CUNEIFORM TEXT OF A TABLET IN THE BRITISH MUSEUM.

Professor Langdon describes the above as "a reproduction of the Babylonian text which gives the original myth of Genesis 1. 1-5. A literal translation of the Sumero-Babylonian original is: 'Upon a day of ancient times, when heaven and earth were created; upon a night of ancient times, when heaven and earth were created.'"

exaggerate the importance of this discovery; for through the certainty upon which the dates of the great kings of Babylon now rest the entire chronology of the earliest civilisation of Babylonia and Egypt is more or less fixed. We now know that the illustrious Sargon of Agade began to reign in 2752 B.C., from the great list of dynasties on the Weld Prism at Oxford, which gives the entire list of kings from the Creation to the Flood, and from the Flood to the beginning of the First Babylonian Dynasty. We know from strong archaeological evidence that Sargon of Agade was approximately a contemporary of Neterimu of the First Dynasty of Egypt, and consequently Menes, founder of this Egyptian dynasty, reigned about 3100 B.C. The bearing of these discoveries upon early Egyptian chronology is, of course, in dispute, and the above statement rests upon the writer's arguments, published in the *Journal of Egyptian Archaeology*, October 1921.

Another extremely important tablet in the British Museum (K. 2168) proves that the Biblical legend of the Creation of the world in Genesis 1 was borrowed from an ancient Sumerian legend. The recent uproar caused by the "Tennessee Trial" does not seem to have evoked any reply from Assyriologists, who have long ago supplied full evidence concerning the Biblical legend of the Creation of the World and of man from the dust of the earth. All these legends were written in Babylonia long before there was any Hebrew literature. The obvious reply to the opponents of Evolution, who base their opposition on the literal accuracy of the Biblical account of the Creation in seven days, and at a very recent period, is that this account is itself based upon older Sumerian and Babylonian legends, and is a myth, and nothing else. It is unnecessary to adduce the literature on these Babylonian legends. They are discussed at length by many scholars. (See the writer's edition of "The Epic of Creation" and "Poème Sumérien du Paradis.") Numerous popular accounts of the Babylonian origin of this myth might have been used to disprove entirely the value of the very source on which the assailants of Evolution base their case.

original is: "Upon a day of ancient times, when heaven and earth were created; upon a night of ancient times, when heaven and earth were created." The continuation of this remarkable document is destroyed.



GIVING, IN COMBINATION WITH THE NEW KISH TABLET, THE RISINGS AND SETTINGS OF VENUS IN THE TWENTIETH CENTURY B.C.: A BABYLONIAN ASTRONOMICAL TABLET IN THE BRITISH MUSEUM (OBSERVE).

This tablet mentions "the year of the making of the golden throne" by Ammizaduga, King of Babylonia.

Illustrations by Courtesy of Professor S. Langdon and the British Museum.

HISTORIC STONES TO GO TO THE UNITED STATES : THE PRIORY, WARWICK.



THE "SHELL" THAT HAS BEEN SOLD TO MR. A. W. WEDDELL, WHO WILL USE THE MATERIAL FOR A HOME FOR THE VIRGINIAN HISTORICAL SOCIETY: THE PRIORY, WARWICK—FRONT VIEW.



A RELIC OF THE QUEEN'S VISIT TO THE PRIORY IN 1572, WHEN SHE CALLED UPON THOMAS HAWKINS, WHO WAS SUFFERING FROM GOUT: QUEEN ELIZABETH'S BED-ROOM BEING DEMOLISHED.



WORK ABOUT WHICH THERE HAS BEEN MISCONCEPTION: WINDOWS OF THE PRIORY, WARWICK, BEING NUMBERED AND REMOVED FOR TRANSPORT TO THE UNITED STATES.



PART OF THE MATERIAL "WITH THE BLOOM OF CENTURIES" WHICH WILL GO TO THE UNITED STATES: A CARVED STAIRWAY IN THE PRIORY.



A PART OF THE "SHELL" WHICH IS BEING DEMOLISHED THAT THE MATERIAL MAY GO TO THE UNITED STATES: A WINDOW OF THE PRIORY, WARWICK.



ON THE SITE OF THE PRIORY FOUNDED BY HENRY OF NEWBURGH. IN THE SO-CALLED "SAXON" WING OF THE PRIORY, A HOUSE FINISHED IN 1568.

When it was announced at the end of last week that the Priory, Warwick, was to be transported piece-meal to the United States, there was considerable consternation; for the Priory, although much changed since Elizabeth's day, when it belonged to Thomas Hawkins (nicknamed "Fisher"), is a building of considerable note. Since then, Mr. Alexander W. Weddell, United States Consul-General in Mexico City, who, with Mrs. Weddell, has purchased the Priory, has explained that there has been much misconception of their ideas and plans. In an interview, he said: "Before we had even heard of Warwick Priory, the old place had begun to be stripped of practically everything . . . and the empty shell

was announced for sale at auction." It was then bought in by a local contractor, who intended to dispose of the stone and brick to builders in the neighbourhood. I made an offer which he accepted, and this material thus became ours. It is not our purpose to attempt to reconstruct the Priory in America, but it has seemed to us that the use of the stone and brick from this old place, material with the bloom of centuries upon it, would not be inappropriate for a structure which will become eventually in the nature of a national monument, housing an institution—the Virginian Historical Society." The Priory, a house which stands on the site of the Priory founded by Henry of Newburgh, was finished in 1568.

The Bicentenary of a Great Indian Empire-BUILDER: Clive Memorials.

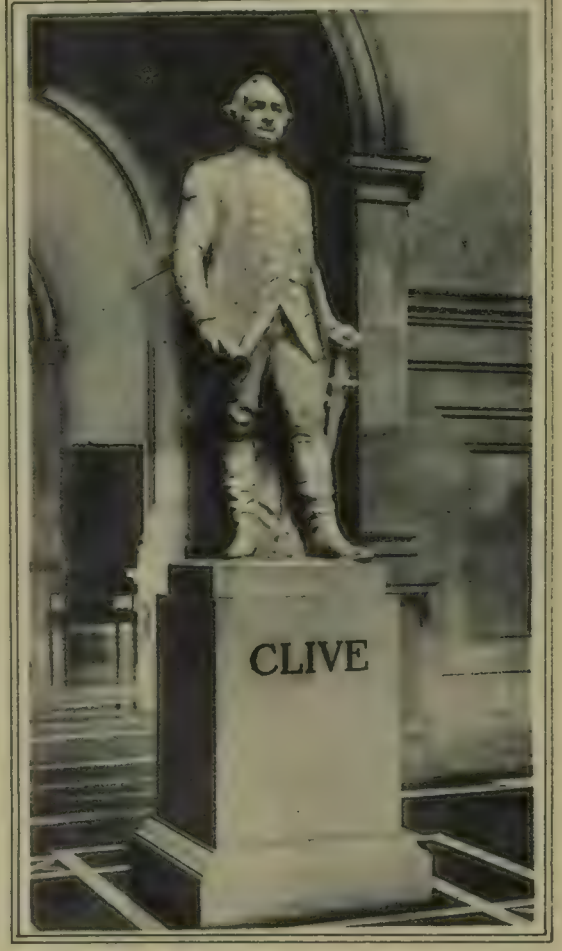
1. LONDON'S BELATED TRIBUTE TO THE FOUNDER OF THE BRITISH EMPIRE IN INDIA: THE STATUE OF CLIVE, BY JOHN TWEED, OUTSIDE THE INDIA OFFICE.

The 200th anniversary of Clive's birth occurred on Sept. 29. The Hon. John Fortescue writes: "He had but just passed his 49th birthday when he took his life with his own hand." In a letter to the "Times," Sir William Forwood recalls that in 1907, finding no memorial to Clive in India, he wrote to the

PHOTOS 1 AND 2 TAKEN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS." NO. 3 FROM THE LATE LORD CURZON'S "BRITISH GOVERNMENT IN INDIA," BY COURTESY OF THE PUBLISHERS, MESSRS. CASSELL.



2. ONE OF THE CLIVE MEMORIALS DUE LARGELY TO THE LATE LORD CURZON: THE PORTRAIT MEDALLION, BY JOHN TWEED, IN WESTMINSTER ABBEY.



3. CALCUTTA'S BELATED MONUMENT TO LORD CLIVE: THE MARBLE REPLICA OF TWEED'S LONDON STATUE, IN THE VICTORIA MEMORIAL HALL AT CALCUTTA.

"Times" and to Lord Curzon, through whose joint efforts a fund was raised and "a monument now stands outside the India Office by Tweed, and another on the Maidan at Calcutta." Contemporary evidence against Clive having taken his own life has been adduced by Mr. W. G. D. Fletcher, F.S.A.

Damage to One of the World's Most Celebrated Art Treasures: The Tazza Farnese.

SAID TO HAVE BEEN BROKEN BY A REVENGEFUL WATCHMAN IN THE NAPLES MUSEUM: THE FARNESE CUP—THE INTERIOR GROUP OF NILE DEITIES.

When the National Museum at Naples was opened, as usual, in the morning on October 2, it was discovered that the Tazza Farnese, one of the most celebrated art treasures in the world, had been broken into two pieces. It is alleged that a watchman, in revenge for a reprimand, had struck the cup with



CUT FROM A SINGLE BLOCK OF ONYX BELIEVED TO BE THE LARGEST IN THE WORLD: THE FARNESE CUP—THE EXTERIOR CAMEO OF MEDUSA'S HEAD.

an umbrella, and that he was afterwards arrested. Fortunately, repair appeared possible, and experts were summoned from Florence. It is an Egyptian vase carved, probably at Alexandria, during the Hellenistic period. It once belonged to the Vatican, and then passed to the Medici, and later to the Farnese family.

PHOTOGRAPHS BY BROGI. SUPPLIED BY W. F. MANSELL.

REJOICINGS IN THE LAND OF BOLIVAR: THE BOLIVIAN CENTENARY.



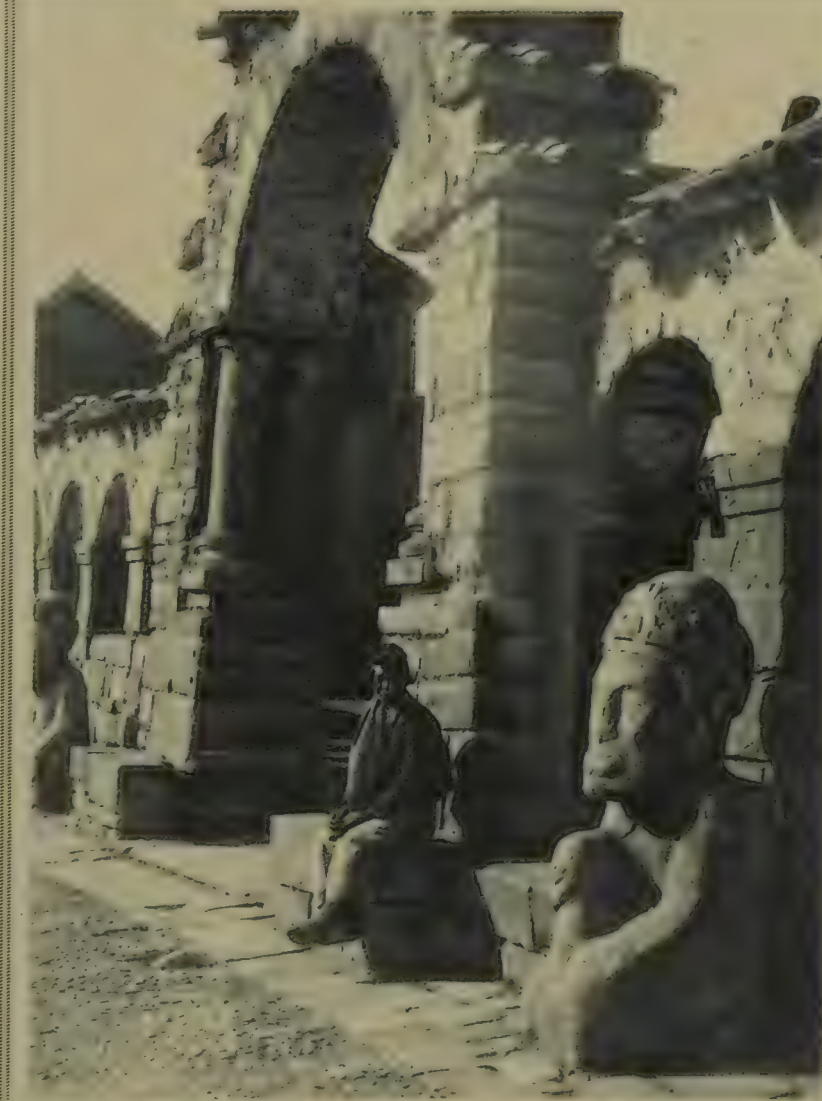
FROM THE BOLIVIAN CITY OF SUCRÉ, WHERE DWELL "BEAUTIFUL WOMEN WITH LARGE BLACK EYES": TYPES OF BOLIVIAN BEAUTY.



WITH "THE GIANT OF THE ANDES," THE SNOW-CLAD ILLIMANI, RISING TO 12,000 FT. IN THE BACKGROUND: A PANORAMIC VIEW OF LA PAZ, THE BEAUTIFUL CAPITAL OF BOLIVIA.



PICTURESQUE OLD SPANISH ARCHITECTURE IN THE BOLIVIAN CAPITAL: A COLONIAL HOUSE IN LA PAZ, WITH ITS COLONNADED PATIO AND CARVED TIMBER BALCONY.



AT TIHUANACU, "THAT GREAT METROPOLIS OF PREHISTORIC MAN IN SOUTH AMERICA": AN INCA PORTICO, WITH ANCIENT STATUARY AND A MODERN BOLIVIAN NATIVE.

It is just a hundred years ago since Simon Bolivar, "the Liberator," delivered Bolivia from the Spanish yoke and established its first independent Constitution, on October 28, 1825. We reproduce here, by courtesy of the Bolivian Consulate-General in London and the publishers, Messrs. Selwyn and Blount, four photographs from a remarkably interesting publication entitled "Bolivia—1825-1925," a Magazine published in Commemoration of the First Centenary of the Independence of Bolivia. This work, which is beautifully produced and abundantly illustrated (it includes six colour plates), contains a number of articles on various aspects of Bolivian life, commerce, and history, written by well-known authorities. Among the British contributors are Sir Maurice de Bunsen, Bt., Sir Robert

Perks, Bt., and Sir Martin Conway, M.P. The Editor, Señor Mamerto Urriola-goitia H., says in his introduction: "The history of Bolivia, before she became a Republic, dates back to immemorial times, as is shown in the ruins of Tihuanacu, which represent the relics of a prehistoric civilisation; then came the Inca Empire, with all the romantic pageantry of peace and riches, and creating a model of social administration; then the discovery of America brought her under the rule of Spain for three hundred years, in which she inherited, if no other qualities, at least pride of race and beauty of language. Hence we do not forget, on this occasion, to render to the Mother Country her tribute due." About three weeks ago there was a report of some political trouble in La Paz.

FROM THE WORLD'S SCRAP-BOOK:

PHOTOGRAPHS BY SPORT AND GENERAL, C.N., LUIGI CHIESURA (BY COURTESY OF



FITTED WITH A "TWO-PRONGED FORK" (BETWEEN THE CONTROL CABIN AND THE ENGINE CARS AMIDSHIPS) FOR TAKING UP A LIGHT MONOPLANE: THE "R 33" LEAVING THE HANGAR AT PULHAM.



RECENTLY SEEN OVER LONDON DURING HER FIRST TEST FLIGHT SINCE HER ADVENTURE AND RECONSTRUCTION: THE BRITISH AIRSHIP "R 33."



A REMARKABLE ITALIAN WAR MEMORIAL: A HUGE BELL, CAST FROM ALLIED GUN-METAL, INAUGURATED AT ROVERETO.



A BAS-RELIEF ON THE WAR MEMORIAL BELL AT ROVERETO: THE BURIAL OF THE UNKNOWN SOLDIER—THE COFFIN-BEARERS.



ANOTHER SECTION OF THE BAS-RELIEF ENCIRCLING THE GREAT ROVERETO BELL: THE PROCESSION BEFORE THE COFFIN OF THE UNKNOWN SOLDIER.



SINCE PERMITTED BY FRANCE TO VISIT WIESBADEN (IN OCCUPIED TERRITORY) FOR HIS HEALTH: M. TSCHIRER (CENTRE), SOVIET COMMISSAR FOR FOREIGN AFFAIRS, IN WARSAW.



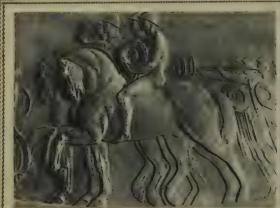
THE SCENE OF THE SECURITY PACT CONFERENCE BY THE SUDDEN ILLNESS OF DR. STRESEMANN: LOCARNO, ON LAKE MAGGIORE.

NOTABLE EVENTS AT HOME AND ABROAD.

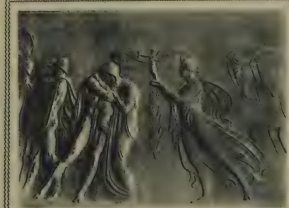
PROFESSOR F. HALBIER), G.P.A., AGENCIE SWIATOWID, AND SPECIAL PRESS.



SOLD FOR £40,000 TO CAPTAIN A. S. WILLS: THE FAMOUS OLD RACING STABLES AT KING'SCLERE, WHERE JOHN PORTER TRAINED SEVEN DERBY WINNERS.



ON THE ROVERETO BELL, WHICH IS TO BE RUNG EVERY EVENING IN MEMORY OF THE DEAD: A BAS-RELIEF—THE RETURN FROM VICTORY.



TO BE RUNG SPECIALLY EVERY 22ND OF OCTOBER AS "ENGLAND'S DAY": THE ROVERETO BELL—A BAS-RELIEF OF A SOLDIER'S FAREWELL.



A GERMAN PRELATE WHO BEFRIENDED BRITISH WAR PRISONERS CONSECRATES A LONDON CHURCH: CARDINAL SCHULTE, ARCHBISHOP OF COLOGNE, IN THE EAST END



BORN AT THE "ZOO" SOME SEVEN WEEKS AGO, AND MAKING HER FIRST PUBLIC APPEARANCE: A BABY LION—THE SURVIVOR OF TWO.



BETWEEN THE ALLIES AND GERMANY, HELD UP STRESEMANN: LOCARNO, ON LAKE MAGGIORE.



RECENTLY CELEBRATING THEIR SILVER WEDDING AT SIMLA: THE KING AND QUEEN OF THE BELGIANS IN A GROUP AT POONA WITH SIR LESLIE WILSON, GOVERNOR OF BOMBAY, AND LADY WILSON.

The famous British airship "R 33" (which had been fitted with a new nose and otherwise reconstructed since her mishap last spring, when she was torn from her moorings and blown across the North Sea to Holland, but managed to return to Pulham), made her first reappearance on October 5, when she left her hangar for a test flight. On the morning of the 6th she appeared over London, and returned to Pulham after 19 hours in the air. There was slight engine trouble on the way back, but the tests were pronounced quite satisfactory. Among other things, she was fitted with an attachment below for taking-up a light monoplane to accompany her as a scout, somewhat on the lines suggested in an illustration in our issue of November 29 last.—It was stated recently that John Porter's famous old racing stables at Kingsclere, of late years used as a stud-farm, will revive its past glories as a training establishment.—Cardinal Schulte, Archbishop of Cologne, consecrated on October 4 the German Catholic Church of St. Boniface, in a street near the Commercial Road, in the East End of

London. The church was damaged in the daylight air-raid of 1917. The Cardinal (then Bishop of Paderborn) befriended British prisoners in Germany during the war.—At Rovereto there was inaugurated on October 4, in the presence of King Victor, a great war memorial bell cast from the metal of Allied guns. It is 8½ ft. high and weighs 11 tons. The bell will be rung for a minute every evening, and special days of ringing will be devoted to the various Allied nations, the "English Day" being October 29.—M. Tschirer has recently paid official visits to Warsaw and Berlin.—The Locarno Conference opened on October 5. It was reported next day that Dr. Stresemann, the German Foreign Minister, had been taken suddenly ill, and that a bottle of wine from which he had drunk had been seized by the police for analysis.—The King and Queen of the Belgians, who are travelling in India, celebrated their silver wedding on October 2 at Simla. They had previously visited Poona, which is the seat of the Government of Bombay from July to November.

BOOKS OF THE DAY.

IT is a reproach to some writers that their work "smells of the lamp." What I rather fear in connection with the present article is that readers may detect therein a faint aroma of "gas," the reason being that at the moment I have cause to feel the profound truth of Shakespeare's observation that—

There was never yet philosopher
That could endure the toothache patiently.

Readers must please forgive this preliminary excursion into the domain of personal pathology, and the authors of the works now to be considered must likewise overlook any tendency to biting criticism.

From the row of new books confronting me, the first to be extracted (painlessly, of course) is "LONDON TRADESMEN'S CARDS OF THE EIGHTEENTH CENTURY." An Account of their Origin and Use. By Ambrose Heal (B. T. Batsford, Ltd.; £2 2s. net). This very interesting volume interests me the more because I see the name of an old college friend figuring in the preface, and also because, during my daily pilgrimage to and from the office, I pass and admire the author's alluring display of eclectic furniture in Tottenham Court Road, which, in relation to my own abode, happens to be just round the corner.

These old "Trade Cards," which, as Mr. Heal explains, were really not so much cards as sheets of paper, ranging to folio size, engraved with pictorial designs and lettering, used generally as advertisements, and occasionally as bill-heads, provide, if not a new, at any rate an unusual, quarry for enthusiastic collectors to hunt. "The collecting of these little engravings," he writes, "has a peculiar fascination. It leads along one of those pleasant sequestered by-paths in that curiously detached country known only to collectors. One of its chief attractions is that it is so little frequented. . . . There are no highly sensational finds such as provide meat and drink to the collector of early editions—no First Folio in the 'tuppenny box.' To those who can deny themselves these fierce delights . . . to the humble but keen collector—the Trade Card presents advantages which the better-known branches of the Collector's Art do not enjoy."

Nowadays, I suppose, everybody collects something—whether it be postage stamps, or Old Masters, or warming-pans, or what not. My own adventures in the craft began in early schooldays with an intense devotion to varieties of pen-nibs, and ended later with the abandonment of foreign stamps and crests. Should the passion of collecting ever again get hold upon me, Trade Cards would certainly be more attractive than such things as "grand-father" clocks, which take up so much room; or precious china, which a charwoman with a duster can so easily demolish. Then, too, one always possesses as a nucleus a certain floating collection of current invoices.

In all seriousness, however, Mr. Heal's book opens up a delightful and almost unexplored avenue of interest in bygone social and commercial history. "To anyone with a liking for old things the Trade Card must make an irresistible appeal. . . . It has the quaintness of its period, the characteristic phrasing, the picturesque quality of the old-world wares, described by fine, resonant names: Groggins, Padusos, Callimancoes, Lutestrings, Prunellas, and the like, long since fallen into disuse, but everyday words of their time. The old Signs that hung over the shop doors, and are reproduced on the Traders' Cards, are of great antiquity and interest. . . . The earlier examples have distinct heraldic value. The later ones, wherein street scenes are frequently met with, illustrate architecture and costume."

Mr. Heal's book contains a hundred examples of old trade cards, each beautifully reproduced as a full-page plate, and each described in detail in a separate chapter. Seven other chapters deal with various branches of the

subject, one of particular interest being a table of "Curiosities in Tradesmen's Cards" arranged in alphabetical order of occupations. Thus I observe, with mixed feelings, that a professional man announced himself as "Surgeon Dentist to His Majesty. Families attended by the year. Samuel Darkin ye Elder, Operator of teeth, and Samuel Darkin ye Younger, Bleeder and Operator of Teeth; also Cups at the sign of the Leader and Star." This catalogue of curiosities is a perfect mine of quaint old-time words and phrases, as also are the illustrations.

On the artistic side, most of the plates are of high quality, for their production was an industry in which eminent designers engaged. Many of them are by Hogarth, and Mr. Heal includes a separate chapter on specimens of his work, authentic and attributed. The painter of the "Rake's Progress" also had his own trade card, which is included among the reproductions. It is inscribed "W. Hogarth, Engraver," bears the date "April ye 23, 1720," and has a decorative design in the form of a picture-frame adorned with figures and floral ornament.

Only a nation has enough money and enough "blue water" to indulge the right royal hobby of collecting ships. The ambition of the United States to enlarge its "collection" has brought into being a book entitled "SHIPS OF THE SEVEN SEAS," by Hawthorne Daniel, with an Introduction



RECENTLY EXCAVATED AT MEDAMOT, NEAR KARNAK: A GREAT EGYPTIAN TEMPLE OF PTOLEMAIC TIMES, DEDICATED TO MONTU, A LITTLE-KNOWN THEBAN WAR-GOD, AND COMPLETED BY ROMAN EMPERORS.

The French Institute of Oriental Archaeology at Cairo has just excavated this great temple at a spot, some six miles from Karnak, where an eighteenth-century English traveller had noted pillars protruding from the ground. It has a frontage of 132 ft., exactly the dimension of the famous Temple of Hathor at Denderah, recognised as the most perfect in Egypt. The excavations have laid bare a great outer wall covered with sculptures and inscriptions (in which occurs the name of Trajan), a passage, inner chambers, and the colonnade. The temple was apparently rebuilt by the last Ptolemys (second and first century B.C.), and finished by the Emperors Domitian, Trajan, and Antoninus Pius. It has produced inscriptions dating back to the XVIIIth Dynasty (1580 to 1320 B.C.), and even to the XIIIth Dynasty (about 2000 B.C.). Its plan is a complete novelty in Egyptian architecture, and bas-reliefs give much new detail of Egyptian theology.

by Franklin D. Roosevelt, and Drawings by Francis J. Rigney (Heinemann; 15s. net). The author of this American work has diligently collected, if not actual ships, at any rate much information regarding the history of shipping throughout the ages. The small black-and-white drawings, about 112 in number, illustrate every type of craft, from the Egyptian Nile boat of 6000 B.C. to the last word in modern luxurious liners.

The book appears to have originated in the idea that the future of the United States is on the water. And its object is to interest Americans generally in all that appertains to ships and shipping. As Mr. Franklin Roosevelt says in his Introduction: "It was not until the outbreak of the World War that American business men as a whole began to think seriously of the possibility of reviving American shipping. . . . Most of us are just 'average citizens,' and whether we live a thousand miles from the nearest ocean or not, whether we have ever smelled salt water or not, it will be a good thing for us, perhaps, to have some knowledge of the great epic of ships and the men who have made them and sailed them." The author himself, in almost his concluding words, writes: "Ships, then, must become a growing interest to Americans, for upon ships, and largely upon their own ships, must they depend to maintain the standards of living that have made Americans the most fortunate of the peoples of the world." The volume ends with a glossary of nautical terms that may enable the Babbitts of the Middle West to enrich their already picturesque vocabulary.

From the Middle West of the younger hemisphere we turn by a rather abrupt transition to the Near East of the Old World, as described in "SIX PRISONS AND TWO REVOLUTIONS," Adventures in Transcaucasia and Anatolia, 1920-1921, by Oliver Baldwin; with Illustrations and a Map (Hodder and Stoughton; 12s. 6d. net). The author, who is a son of the Prime Minister, but in political matters has deviated from the paternal footsteps, is further described on the title-page as "sometime Lieutenant-Colonel in the Armenian Army." His book is a thrilling account of personal adventures and things seen (many of them horrible and heartrending things), and is at the same time a strong indictment of British policy towards Armenia. In his Preface, he says: "There is but one remembrance I would wish them [readers] to retain: a remembrance of how Armenia, by throwing in her lot with Great Britain in 1914, lost over a million of her population, had her country taken away by force, and leaves some hundred thousand exiles wandering over the two hemispheres, suffering for the trust they placed in the word of a great nation." The author is particularly bitter in his denunciation of the Treaty of Lausanne effected by the late Lord Curzon, and is contemptuous of the proceedings of the League of Nations:

Mr. Oliver Baldwin was imprisoned first by the Bolsheviks in Erivan, and later by the Turks at Kars, and elsewhere. He was a witness of many horrors and much heroism. I have never read anywhere a more scathing presentment of Russian Bolshevism and all its works than that which appears in his book: "Bolshevism as I Saw It," says Mr. Baldwin, "struck me as being far more of a psychological disease than a form of society. . . . In its modern form it is a reaction; a form of perverted Tsardom, of anti-religious mania arising from persecution, too much religion, war-strain, and general racial degeneracy." The book closes on a note of warning. "The position to-day throughout the whole of the Near East is fraught with danger. . . . The Near East is the future volcano."

From a book by the son of our present Premier it is an easy step to a study of the careers of two of his most famous predecessors—namely, "DISRAELI AND GLADSTONE," a Duo - Biographical Sketch by D. C. Somervell (Jarrolds; 12s. 6d. net). It is claimed for the author, not without reason, that he has invented "what is almost a new literary form—the Duo - Biography." The coupling of two famous lives is not a new thing; for it was, indeed, practised by the father of all biography, our old friend Plutarch. He, however, did not, as Mr. Somervell has done, combine the careers of two contemporaries in one record, but wrote parallel lives of famous Greeks and Romans who showed affinities with each other. If Plutarch had combined Caesar with Pompey, instead of with Alexander, he would have anticipated Mr. Somervell's method.

The book is a very readable and entertaining study of the two most commanding and most strongly contrasted characters in Victorian politics, and the differences between the two men are brought out with a wit and humour worthy of the old *Punch* cartoon that forms the appropriate frontispiece.

Another point of contact with Mr. Oliver Baldwin's book is to be found in Mr. Gladstone's historic denunciation of the Turks and their Bulgarian atrocities, which had a close kinship with their Armenian atrocities of more recent times. Incidentally, Mr. Somervell recalls that it was a phrase in the Grand Old Man's famous pamphlet on Bulgaria (urging that the Turks should be turned out "bag and baggage") which probably gave its name to the "Gladstone" bag.

Mr. Somervell's ingenious idea of killing two birds with one biographical stone may be the beginning of a new vogue, and it opens up a fascinating vista of appropriate "pairs," not all from the lobbies of the House of Commons.

C. E. B.

AN ANCIENT EGYPTIAN "QUARTIER LATIN"; AND APOLLINOPOLIS.



CONTAINING IMPLEMENTS OF ANCIENT EGYPTIAN PAINTERS, SCULPTORS, AND SCRIBES: HOUSES EXCAVATED AT DEIR-EL-MEDINEH, AN ARTISTIC SUBURB OF THEBES—SHOWING (LEFT) ENTRANCES TO UNDERGROUND TOMBS IN THE CLIFF, (MIDDLE DISTANCE) THE PTOLEMAIC TEMPLE OF HATHOR, AND (BACKGROUND) THE RAMESSEUM.



WHERE MANY INTERESTING DISCOVERIES INCLUDE A LARGE JAR OF COPTIC AND ARAB PAPYRI AND A HITHERTO LOST BOOK OF TALES OF THE PROPHET MAHOMET: EXCAVATIONS OF APOLLINOPOLIS, A TENTH-CENTURY TOWN AT EDFU—SHOWING THE PYLONS (RIGHT) AND PORTICO (LEFT) OF THE FAMOUS TEMPLE OF HORUS.

New excavations at western Thebes, conducted by M. Bruyère, for the French Institute of Oriental Archæology at Cairo, have disclosed at Deir-el-Medineh a part of the ancient city extremely interesting, as the quarter inhabited by the painters and sculptors who decorated the tombs of the Valley of Kings. In houses of unbaked brick were found, buried in the sand, articles of domestic life, children's toys, and tools from the workshops which produced everything required for the burial of the dead. The sculptor's chisels, models, and casts, the painter's palettes, colours, and sketches, reveal the technique of the different arts. The scribes have left rough copies of manuscripts, account

books, registers, and even intimate letters. Another point at which the French Institute has conducted excavations is at Edfu, eighty miles south of Thebes, close beside the famous temple to Horus. They have laid bare an Arab and Coptic town of the tenth century A.D. called Apollinopolis. Much fine glass-work has been found there, as well as pottery. The most important discovery is a jar, 3 ft. high, full of Coptic and Arab papyri, some rolls still sealed with clay. Another precious find is a book of tales of the Prophet Mahomet written on papyrus and bound in leather. It was compiled by an eighth-century writer and was believed to have been lost.

WHERE THE NAMES OF GREAT EGYPTIAN ARTISTS HAVE BEEN REVEALED.



HENCEFORTH AS FAMOUS AS PHEIDIAS: THE TOMB OF NAKHTU-AMON, A SCULPTOR (1550 B.C.)—SHOWING THE ARTIST AND HIS WIFE (WITH RAISED HANDS) ADORING THE SUN.



GUARDED BY THE JACKAL-GOD, ANUBIS: THE ENTRANCE TO THE HALL OF MUMMIES IN THE TOMB OF PASHED, AN EGYPTIAN PRIEST, AT DEIR-EL-MEDINEH, THE ART QUARTER OF ANCIENT THEBES.



DECORATED WITH PROCESSIONS OF SINGERS AND DANCERS, THOSE ON THE LEFT WALL OFFERING A LOTUS-LIKE VASE TO THE SOLAR HAWK-GOD, HORUS: A HALL OF FEASTS FOR THE DEAD IN THE TOMB OF THE SCRIBE NEFER-ABT, AT DEIR-EL-MEDINEH, THE ARTISTIC QUARTER OF ANCIENT THEBES.

The new French excavations in the western part of ancient Thebes, as noted on another page, are of remarkable interest because they have laid bare that quarter of the city where dwelt the painters and sculptors who decorated the tombs of the Pharaohs in the Valley of Kings. In the ruins of their houses were found all the technical paraphernalia used by artists and scribes in adorning the tombs. Furthermore near the limestone cliff was found, beneath a heap of rubbish, the cemetery belonging to this artistic suburb, containing the graves of the artists themselves. "The tombs," writes a French correspondent of the "Times," "are

all subterranean, and belong to the New Empire (XVIII., XIX., and XX. Dynasties). A tomb was begun during the life of the person who was to occupy it, and work on it was stopped on the day of burial, whether it was finished or not. Thus many of the decorations are unfinished, and they have enabled M. Bruyère to trace the whole technique of Egyptian pictorial art. The decorators either copied their designs on to the wall with the help of a squared surface (the squares can still be traced in some of the slightly damaged frescoes), or, if they were better artists, they produced original designs as they worked. Thanks to the

(Continued opposite.)

A "PRAXITELES" OF ANCIENT EGYPT: THE TOMB OF NEFER-RENPIT.



ONE OF THOSE THAT REVEAL THE EGYPTIAN TECHNIQUE AND NAMES OF ARTISTS, WHO WILL NOW BE AS FAMOUS AS PRAXITELES: THE TOMB OF THE SCULPTOR, NEFER-RENPIT, OF THE TIME OF RAMESES, AT DEIR-EL-MEDINEH.

Continued.]

dryness of the air and the soil, the freshness of the colouring has been preserved. Certain yellow golds, pale greens, and soft blues produce effects which we are often apt to believe belong essentially to modern art. The inscriptions in the chapels are as instructive as the frescoes. They reveal the names and genealogies

of the chief painters and sculptors in Egypt, who will now be known as well as Pheidias and Praxiteles in Greece. In future, posterity will know the names of the painters Apui, Nakhtu-Amon, and Nefer-Renpit, and the architect Neferhotep, as the authors of works which we have long admired."

THE WORLD OF SCIENCE.

INSECTS AS GO-BETWEENS IN THE "NUPTIALS" OF FLOWERS.

By W. P. PYCRAFT, F.Z.S., Author of "The Infancy of Animals," "The Courtship of Animals," etc., etc.

OUR woods and hedgerows now wear a beauty which rivals, and in places even surpasses, the golden days of summer. In part this beauty is due to the dying foliage, and in part to that harvest of fruit and seed of which the flowering-time was the promise. This harvest brings with it some remarkable illustrations of the strange shifts for a living which plants, as well as animals, have to make to maintain their race in the "Struggle for Existence." A perfectly bewildering number of illustrations clamour for a place here, but no more than one or two can be given. Let us begin with the curious history of that very singular plant known in different parts of the country as the cuckoo-pint, lords-and-ladies, and wake-robin.

In the spring we find it in the hedgerows, rendered conspicuous by means of its arum-like flower. Then, for a season, it withdraws itself from notice, to arrest attention again in the autumn by means of its clusters of scarlet berries—displayed to tempt the birds to take and eat, in order that its seeds may be distributed sufficiently far from the parent plant to ensure against undue competition for ways and means.

But let us return to the flower, which is one of the most singular of any of our native plants. It is, as I have said, "arum-like." But its outer investment, which in our greenhouse arum is of a dazzling white, is here greenish, while the central pale-yellow rod is here purple or crimson in colour. Now the curiously curled outer investment, or "spathe," reminding one of the paper cones made by the grocer to hold sugar, is not really a part of the flower, though it simulates a petal. To find the actual flower one has to cut away this spathe, which will reveal a central column terminating in the purple or crimson rod which was the only exposed portion of the flower before the removal of the spathe. It passes downwards into a slender, colourless shaft, which is presently seen to be encircled by a number of hair-like structures, whose trend is downwards. They have a very important part to play. Beneath them will be found a fairly wide ring of purple, nearly sessile anthers—that is to say, of the pollen-producing bodies for the fertilisation of the ovaries. These, then, answer to the male elements of the flower. Each consists of two compartments, or cells, and they are arranged in pairs, attached to this central column by broad "stalks." Lowest of all are a number of small, yellowish, globular bodies; these are the ovaries, each surmounted by a minute stigma and "style"—the receptacle for the precious fertilising pollen-grains, which are to make their way down the "style" to the ovary, and thus start the formation of the seed.

So much for the general anatomy of the flower. But to maintain the vigour and stamina of the race Nature has had to make provision to avert self-fertilisation. And this is done in a very curious way, by the aid of small insects, especially that detestable little creature the "midge"—*Pogonium*—though others also play their part in this very necessary work. These tiny flies are tempted to venture down the open tube formed by the "spathe," for the sake of the nectar formed by the ovaries. And to get this they have to make their way past the ring of hairs which overhangs the anthers. These, being turned

with their points downwards, place no obstacle in the way of this descent; but they effectually prevent a return—the flies are prisoners, and may sometimes be found at the bottom of the flower in hundreds. Here they remain till the ripening of the anthers and the consequent shedding of their pollen, with which the survivors in this "Black Hole of Calcutta" are soon thickly covered. As soon as this happens

the ring of hairs shrivels up and allows the prisoners to escape. No sooner are they free than they make their way to some other flower near by, and, entering this, deposit the precious pollen on the sticky pistils of the female flowers just described as clustered round the bottom of the central column, or "spadix." If the anthers and ovaries ripened at the same time in each flower, the ovaries would be fertilised by the pollen falling from the anthers immediately above—that is to say, it would be "self-fertilised," and "inbreeding" is bad everywhere. No sooner is this critical period of fertilisation accomplished than the investing "spathe" shrivels up, and the plant vanishes from our notice till the autumn, when the clusters of bright berries recall the "lords-and-ladies" which gladdened us in the spring.

It is to be noted, by the way, that every part of this plant is laden with an acrid poison. Yet the root, when properly cooked, I am told, can be converted into perfectly wholesome food. But I think there will be no great demand for such an addition to our vegetable table.

The insect agents for the fertilisation of this most interesting wayside flower may be any one of several species.

But there are some flowers which are dependent on the services of one particular species. The *Yucca*, among these, holds pride of place. The story of its nuptials is one of the most singular in the annals of Natural History. No special

description of this plant is necessary, since it is so often to be seen in gardens and greenhouses—where, however, it never produces seed, a fact which has probably puzzled many. The reason is now to be explained.

Its flowers, it will be remembered, are arranged in what are known as "panicles," and are bell-shaped, suspended at the end of a smooth, green stalk, yellowish-white in colour. As a consequence of this hue they are easily seen in the dusk and on moonlight or starry nights. This is all-important, since they have to be fertilised by a moth—*Pronuba yuccasella*—which flies only at night.

The flower-buds open in the evening, in regular succession, and remain open for one night only. The next day the petals close up, causing the flower to assume a balloon or bladder shape, whether they have been fertilised or not. But, as soon as the flower opens, the pollen-filled anthers burst, liberating the precious dust. It is

to obtain this that *Pronuba* pays her visits, and she comes specially armed for the purpose. This armature is furnished by what is known as the "maxillary palp," a part of the apparatus of the mouth. This has become extraordinarily lengthened, and its inner surface is beset with bristles and can be rolled up like a trunk. With these the pollen is seized and fashioned into a ball.

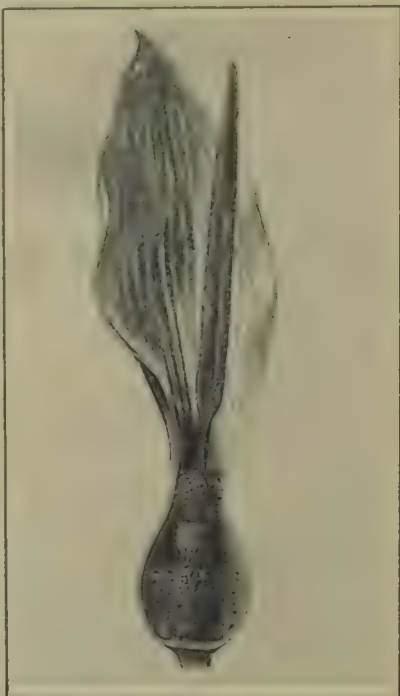
Laden with this precious burden, sometimes three times the size of her head, she promptly makes off to another flower. Here she presently pierces the pistil with her ovipositor, which, to this end, is formed of four horny bristles. This done, she sends down an egg, and withdraws this wonderful instrument. She then proceeds to ram the pollen she has brought into the funnel formed at the end of the stigma. Thereby she ensures the swelling of the ovules, or incipient seeds, on which her larvæ must feed as soon as they hatch.

Were it not for the fact that more ovules are fertilised than can be eaten by the grubs, *Pronuba* would defeat her own ends, which are devised not so much for the benefit of the plant as for her offspring. As soon as the larva is full-fed, it bites a hole through its prison, and lets itself down to the ground, there to pupate, and later emerge a moth, to carry on this useful work.

This extraordinary case of *Pronuba* and the *Yucca* is presented to us in its perfected form. But we cannot help asking. How did it come about? Have both plant and insect made reciprocal advances towards this end?

That there was no conscious effort on the part of either goes without saying. It is, however, just because we cannot take this into consideration that the matter becomes so inexplicable. There are, indeed—

More things in heaven and earth . . .
Than are dreamt of in our philosophy.



INSECTS CAPTURED BY A PLANT TO ACT AS FERTILISERS: A NEAR RELATION OF THE CUCKOO-PINT (DISSECTED), SHOWING FLIES IMPRISONED. "At the constriction of the 'spathe' are seen barbs which keep flies prisoners till they have been dusted with pollen, shed by the ring of anthers below. In this species the ovaries, the broad belt below the anthers, also develop a ring of barbs. Imprisoned flies are seen at the bottom."



A FLOWER FERTILISED BY A MOTH: *PRONUBA YUCCASELLA* (AT THE TOP) RAMMING POLLEN INTO THE STIGMA OF A *YUCCA*.

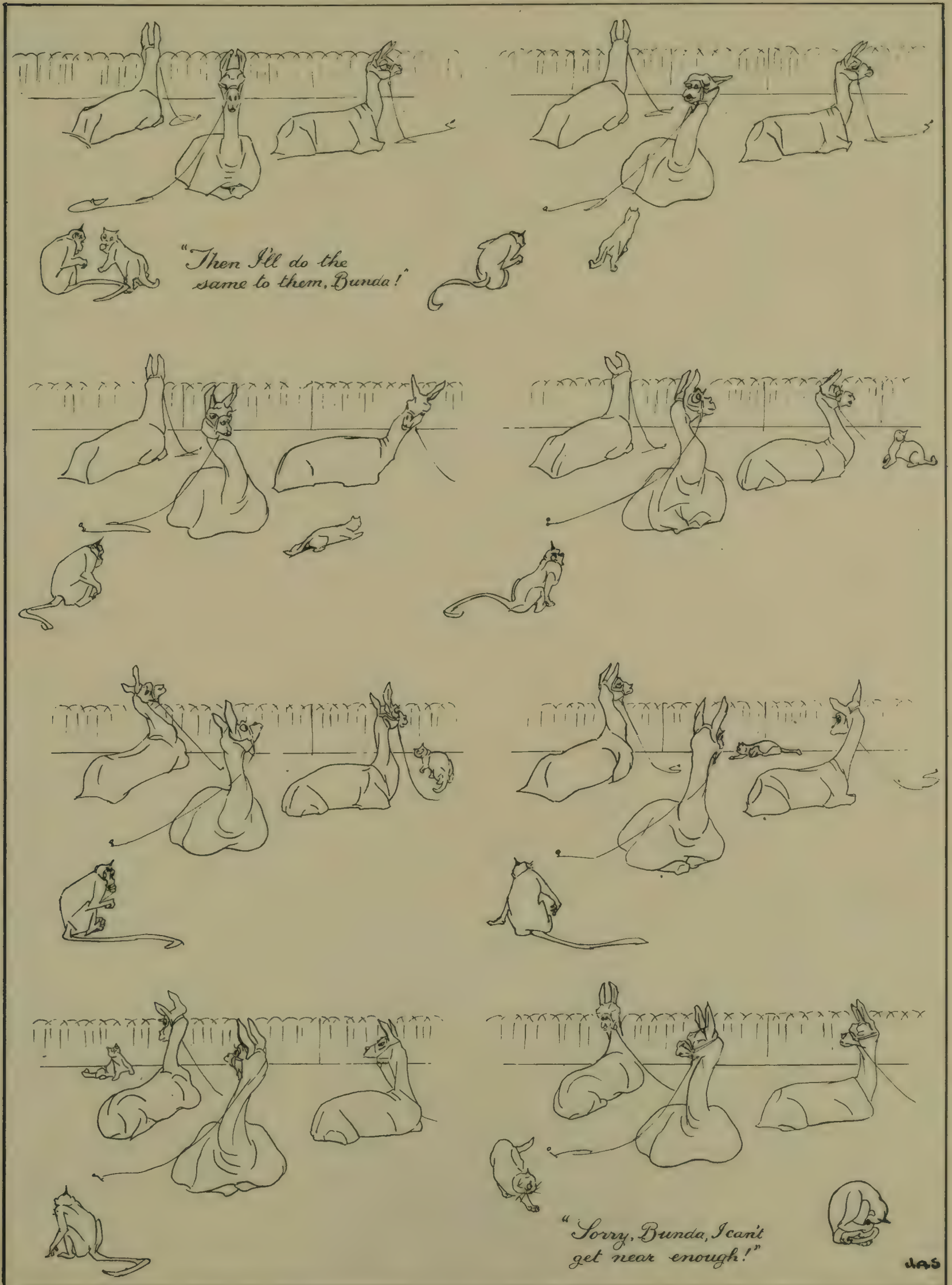
"The *Pronuba* is here seen fertilising the *Yucca* flowers. On the flower-stalk are a bud, unopened, and a fertiliser flower, closed, below. The uppermost right-hand figure shows *Pronuba* ramming pollen into the stigma."



SHOWING THAT IN THIS SPECIES THERE IS NO "FLY-TRAP": A SECTION OF AN ARUM FROM A GREENHOUSE.

THE LLAMAS SPIT AT BUNDA, AND BLINX ATTEMPTS REPRISALS.

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY J. A. SHEPHERD. (COPYRIGHTED.)



BLINX AND BUNDA; A TOUR ROUND THE "ZOO."—NO. XXXI.: BLINX ENDEAVOURS TO SPIT BACK AT THE LLAMAS, TO AVENGE BUNDA, BUT IS OUT-RANGED.

Bunda, it should be explained, has suffered through ignoring the Zoological Society's caution that "the Llama will spit at anyone who annoys it." Blinx, indignant at the insult offered to his friend, attempts reprisals, con-

fident in his own skill at the same branch of ballistics. He is compelled, however, to retire defeated from the unequal contest, having found himself hopelessly outranged.

LABOUR PUTS ITS HOUSE IN ORDER: THREE YEARS'

LARGE GROUP BY PANORA, LTD. SMALLER PHOTOGRAPHS



THE TWENTY-FIFTH ANNUAL CONFERENCE OF THE LABOUR PARTY: DELEGATES AT ST. GEORGE'S HALL, LIVERPOOL, INCLUDING IN THE FRONT ROW (FROM LEFT TO RIGHT) HENDERSON, P.C., M.P. (SECRETARY OF THE LABOUR PARTY), MR. J. R. CLYNES, P.C., M.P., (NEXT BUT ONE) MR. RAMSAY MACDONALD, P.C., M.P., MR. C. T. CRAMP, (EX-TREASURER OF THE HOUSEHOLD), AND



"THE DOORS OF BUCKINGHAM PALACE ARE HELD WIDE OPEN TO THE PARTY LEADERS . . . ONLY THE ENTRANCES TO THE WORKHOUSES TO THE WORKERS": MR. W. GALLACHER, A CLYDESID COMMUNIST, IN THE THROES OF INVECTIVE.

The twenty-fifth annual conference of the Labour Party opened in St. George's Hall, Liverpool, on Sept. 29, when Mr. C. T. Cramp, of the National Union of Railwaysmen, was unanimously elected Chairman. The conference struck a heavy blow at Communism on the opening day by passing, with huge majorities, recommendations of the executive that (1) No resolution relating to the affiliation of the Communist Party can appear on the conference agenda till 1928; (2) Individual Communists cannot be accepted as, or allowed to remain, members of local Labour parties; (3) Trade Unions should refuse to appoint Communists as delegates to Labour Party meetings. In spite of these decisions, Communist delegates, of whom it is said there were seventy-six present, were not asked to withdraw, as the executive apparently considered that their status was not impaired until they returned to their branches. They took a prominent part in the debates, and there was much recrimination between them and the official Labour leaders. Mr. W. Gallacher, of Paisley, said, besides the remarks

OSTRACISM FOR COMMUNISTS; VALEDICTORY TAUNTS.

BY SPORT AND GENERAL, BARRATT, AND PHOTOPRESS.



MR. ARTHUR BOURCHIER, THE WELL-KNOWN ACTOR (HOLDING HAT AND UMBRELLA), AND HIS WIFE (MISS KYRLE BELLEW), MR. F. O. ROBERTS, P.C., M.P., MR. ARTHUR NATIONAL UNION OF RAILWAYMEN (CHAIRMAN), MR. ROBERT WILLIAMS (ELECTED CHAIRMAN FOR NEXT YEAR), MR. W. HUTCHINSON, MR. J. MIDDLETON, MR. THOMAS GRIFFITHS, M.P. (NEXT BUT ONE) MR. F. W. JOWETT



THE ORGANISING SECRETARY OF THE COMMUNIST PARTY OF GREAT BRITAIN, MR. ALBERT INKPIN.



SECRETARY OF THE MINERS' FEDERATION: MR. A. J. COOK, REMEMBERED FOR THE PART HE PLAYED IN THE COAL CRISIS.



"WE SHALL GET IN BY ONE DOOR OR ANOTHER": MR. HARRY POLLITT (ONCE KIDNAPPED, THE BOILERMAKERS' REPRESENTATIVE AND SECRETARY OF THE MINORITY MOVEMENT.

quoted above: "The leaders are recognised by Beaverbrook, Rothermere, Birkenhead, Churchill, and the whole gang as the friends of capital." Mr. H. Pollitt declared: "Nothing can prevent the rise of Communism. . . . If the Labour movement is good enough to include in its ranks those who could dine at Balmoral Castle, and those who went to the Isle of Wight with Lord Inchcape, it ought to be wide enough for those who resorted to Communist tactics." Mr. Ramsay Macdonald scathingly denounced "the attacks and the constant repetition of vulgarity that come from Communists regarding trade-union leaders," and ended his speech, which was loudly cheered, with the words: "It is about time that we should face these slanders and point out that nobody, from the point of view of vulgar display of wealth, nobody from the point of view of wasting the national resources in riotous living, is less entitled to point the finger of scorn at me or anyone else than the Communist leaders in this country." The conference closed on October 2. Mr. Macdonald was re-elected Treasurer unopposed.

PERSONAL PORTRAITS—BY WALTER TITTLE. AUGUSTINE BIRRELL.

THE fame of Mr. Augustine Birrell's leonine head, with recommendation to record it, had reached me several times before the kindly interest of the Hon. Mrs. R. C. Grosvenor made possible my first view of it. She invited us both to her house for tea, plotting deliberately to favour my pencil.

As I entered her drawing-room she and her guests surrounded the table. After the presentations, my hostess turned to me with her twinkling smile and whispered, "What did I tell you? Isn't he wonderful?" I enthusiastically agreed. It seemed almost impossible that so much character and distinction could be crowded into one countenance, however massive. The broad face, with its handsome eyes, vigorous planes, and rugged lines, one meets in prototype more frequently in old portraits than in the flesh. Above his huge brow was a mass of white, curly hair that seemed to be sculptured from marble, and descended generously at back and sides, forming a sumptuous frame for the impressive face. As he talked, an expression of ironical humour played upon his features, and his utterances were in harmony with it. His resemblance to Thackeray is startling; for a time I was at a loss to place another strong similarity that blends with this one, but at last it occurred to me.

"Our artist is appraising you, Mr. Birrell," said my hostess; "and now I insist on hearing his verdict."

I remarked that I hardly expected him to be in a state of ecstasy over the threat of being delineated by me; he had doubtless suffered often before, and it was quite right that he should, in view of Nature's unreasonable lavishness in endowing his head with distinction; she had really done too much, and this sort of thing was the logical penalty. At first I looked upon him as a physical reincarnation of Thackeray, but a second glance had carried him considerably beyond, in that I was forced to include John Bright to make up the grand total. He laughed at this, and confessed that he had frequently paid the penalty that I mentioned. Most of the efforts had proven unsuccessful; one by Orpen had really been too successful, in that it made him look like a hanging judge, or a despot of some sort. It was painted for the National Gallery of Ireland when he was Chief Secretary to the Lord Lieutenant of that country. "That portrait should have been able to put down the recent rebellions over there entirely on its own," he laughed. "If they have not burned it, it will not be a bad way to go down to posterity."

A discussion of the politics of the day followed, in which the (then) existing Labour administration came in for rather sharp criticism; and certain very successful romantic plays suffered a similar fate, on the charge of over-sentimentality, when the talk turned to current literature. Admitting that there is an occasional excess of this element in plays of this sort, I ventured to defend romanticism, blaming our present tendency toward bald realism for causing legitimate sentiment and romance to appear mawkish to us. We are in a state of mind at present similar to the small boy who suddenly becomes ashamed to have other boys see his mother kiss him. A turn-



WALTER TITTLE'S PORTRAIT OF A FAMOUS ESSAYIST AND POLITICIAN: THE RIGHT HON. AUGUSTINE BIRRELL, K.C., AUTHOR OF "OBITER DICTA."

away from an excess of realism toward the really more creative and imaginative field in which romance and sentiment have their just part would give us a better estimate of such works, I contended. Still, Mr. Birrell would have none of them, as being too much of syrupy confections for the consumption of the masses; then he began to qualify a bit, pointing to one conspicuous example as a good piece of work, and finally, with a chuckle and an admiring shake of his head, said of its author, "He does some things astonishingly well. One must admit that he is extremely able."

"See," I said, "you like him yourself, don't you?"

"In some respects, yes; but not altogether, by any means," he laughed.

I was surprised, in a bit of shop talk that ensued, at the small prices paid for contributions by the average of English journals and magazines. A similar discussion at the house of Mr. George Moore renewed my astonishment when our host considered himself well paid for an article at thirty-five guineas, which really was quite a generous sum compared with others that were quoted. Difference in the cost of living considered, as well as the smaller circulation and wealth of the British publications, as compared with American ones, caused the apparent discrepancy in reward to shrink considerably, however.

I next met Mr. Birrell at the house of Lady Prothero, and he seemed in fine conversational fettle indeed; but, as a considerable number of people intervened between the group where I sat and him, I could not

follow his remarks. When the party broke up he made a tentative arrangement for a meeting for the purpose of making a portrait of him, he being my near neighbour in Chelsea; but it was fated to indefinite postponement due to the long and serious illness of his son. When he was able, finally, to appear at my studio, the winter was on the wane, and the time for my departure near at hand.

Faced by the splendid problem of his impressive physiognomy, I started my task. He was full of praise of Sutton Vane's play, "Outward Bound," which, he said, had an unearthly and eerie quality, especially in the first two acts, quite different from anything he had seen. The interest was sustained throughout; only in the final act came several jarring notes, "but it would be impossible for anyone to finish the piece on the high level on which it starts," he said. "It just could not be done. Nearly everyone knows the story of it now; it would have been ideal to attend its first performance and have it as a complete surprise. Go to see it. You will find it worth your while." I did, and it proved to be my most absorbing theatrical experience of the season. He had a good word, too, for "The Likes of Her," which I found enjoyable.

I asked him if he had any literary work in hand at the time. "No, no," he said; "books appear by the thousand these days. Why should I add to the flood? The modern printing press is doing for literature to-day what it has done for the currency in Russia and Germany. Almost anyone can rush in-

to print, and the standard goes constantly downward.

"All the more reason," I replied, "why good books should be written. The others will disappear, while great things will live."

"Curiously enough, it is not always the best that lives. Sometimes it is the sort of thing that a large mass of intelligent, or semi-intelligent, people understand best. Take Shaw, for instance, a tremendously able man. But he usually has too much to say; people have to think to read him, and in the theatre he tires his auditors. Wilde, though greatly his inferior, is more likely to live because his plays gallop along easily, wittily, and entertain without much mental effort being necessary on the part of his audience. Wilde is exceedingly clever without being too profound."

"But," I replied, "the mechanics of his cleverness are so distressingly obvious. I find the constant repetition of the same formula maddening."

"Well," he smiled, "some of us do, but the mass of the people will prefer him to Shaw. And demand for a thing has a great deal to do with its chance to live."

When my drawing was completed I walked across the studio and produced a book.

"This you will recognise," I said. "It is a copy of your 'Obiter Dicta,' and I would like your autograph in it. I have not had time to read it yet, but it has to be a devilish fine work to be worthy of that head of yours."

Mr. Birrell chuckled as he made the inscription. "Never open it," he said. WALTER TITTLE.

TANKS ANAGLYPHED IN THE WESSEX v. MERCIA "WAR."

Appear in Stereoscopic Relief when Looked at through the Viewing-Mask Supplied Gratis.



SHOWING ITS "CATERPILLAR" MECHANISM AND OTHER DETAILS IN RELIEF WHEN SEEN THROUGH THE MASK: A TANK AMBUSHED.



WITH EACH MAN STANDING OUT AS A LIVING FIGURE WHEN THE VIEWING-MASK: A CAPTURED TANK SURROUNDED.



WITH THEIR GUNS, DRIVERS, AND "CATERPILLAR" TRACKS THROWN INTO STRONG RELIEF WHEN LOOKED AT THROUGH THE VIEWING-MASK: A PAIR OF TANKS ROLLING THEIR PONDEROUS BULK ALONG A ROAD DURING THE RECENT ARMY MANŒUVRES.

Tanks played a prominent part in the recent "war" between the forces of Wessex and Mercia which constituted the Army Manœuvres. Along with the new "dragon"-drawn artillery, they gave a remarkable demonstration of modern "mechanicalised" warfare. The new British tanks, which are much faster and more effectual than any used in the war, are considered to be the best in the world. Those who have not had an opportunity of seeing them will almost feel

that they can do so, in actual fact, by looking at the above anaglyph photographs through the mask, which throws all the details of mechanism, as well as the crews, into life-like relief. (Readers who have not already got an Anaglyph Viewing-Mask may obtain one by filling up the coupon on page 6, and sending it with stamps to the value of 1d. (Inland) or 2d. (Foreign) to "The Illustrated London News" (Anaglyph), 15, Essex Street, Strand, London, W.C.2.)

GOALS OF PILGRIMAGE FOR THE MOTORIST: TWO ENGLISH SHRINES.

FROM THE PICTURES BY FREDERIC W. PAYNE AND SIR DAVID MURRAY, R.A., EXHIBITED AT THE ROYAL INSTITUTE OF PAINTERS IN WATER-COLOURS. (ARTIST'S COPYRIGHT RESERVED IN EACH CASE.)



A HISTORIC
HAMPSHIRE CHURCH
CONTAINING
A MONUMENT TO
SHELLEY:
"EARLY MORNING,
CHRISTCHURCH
PRIORY,
BOSCOMBE."—
A WATER-COLOUR
BY FREDERIC
W. PAYNE.



"THE CHURCH OF
ST. ANDREW
BY THE SPRINGS
OF WELLS,"
FAMOUS FOR ITS
BEAUTIFUL SETTING:
"WELLS CATHEDRAL
FROM MILTON HILL."
—A WATERCOLOUR
BY SIR DAVID
MURRAY, R.A.

Among the many beautiful and historic buildings to be seen in the South and West of England, two of the finest are the Priory Church of the Holy Trinity at Christchurch, near Bournemouth, and the cathedral of Wells, the pride of Somerset. Christchurch Priory, which is mentioned in early Saxon documents, was rebuilt about 1095 by Ranulph Flambard, Bishop of Durham. It contains a monument to the poet Shelley. Wells Cathedral is famed for the beauty of its setting, both natural and architectural. Describing it in his book, "Wells,

Glastonbury, and Cleeve," Mr. Edward Foord says: "Tradition assigns the foundation of the Church of St. Andrew by the springs of Wells to Ine, the Lawgiver of the West Saxons. . . . There is an old-world religious atmosphere about its encircling gardens and buildings. . . . The West Front is the earliest of the gorgeous Gothic façades which were presently to cover Western Europe. The earliest of the magnificent statued porches of France, justly accounted the crowning glory of Gothic art, are later by more than half a century."

ANOTHER FORM OF MOTOR TRANSPORT: AN AEROPLANE OVER LINCOLN.

COPYRIGHT PHOTOGRAPH BY CAPTAIN ALFRED G. BUCKHAM, F.R.P.S.



"LINCOLN CATHEDRAL—SUNSET AFTER RAIN": A WONDERFUL PHOTOGRAPH OF ONE OF THE CHIEF GLORIES OF ENGLISH ARCHITECTURE, TAKEN FROM AN AEROPLANE AT 1000 FT., AND SHOWING ANOTHER MACHINE FLYING OVER THE CITY.

Of the various forms of motor transport, much in evidence at present in connection with the Motor Show at Olympia, none is more thrilling and adventurous than that of aviation. The navigation of the air has brought with it also a new and wonderful type of photography, which enables us to see the surface of the earth, with its famous cities and buildings, under aspects previously impossible to human

eyes. This remarkable photograph of Lincoln and its glorious cathedral, taken from a height of a thousand feet, shows that masterpiece of Gothic architecture in such completeness as could not be obtained in any view taken on the ground. It forms a companion picture to Captain Buckham's equally fine air photograph of London and the Thames which was reproduced in our issue of September 12 last.

WHERE DEATH IS EXACTING AN EVER-HIGHER TOLL:

DRAWN BY OUR SPECIAL



THE HIGHWAY PERIL: A TYPICAL SUNDAY SCENE ON A COUNTRY ROAD, CONGESTED TWO-SEATER, MOTOR-BICYCLE (WITH SIDE-CAR OR PHLION), COMMERCIAL

The deplorable congestion of city streets and country roads (the latter especially during week-ends) through the increased volume of motor traffic, and the ever-growing toll of life and limb in road accidents, have become a subject of grave public concern. Discussing this dangerous state of affairs recently, the "Morning Post" said: "Twenty people were killed and nearly 32 injured during the week-end. This is one of the heaviest casualty lists on record, and it is time that the authorities turned their attention to the position. The present state of the law is admittedly in urgent need of revision." The same paper has since published a list of 14 serious char-a-bancs accidents that have occurred this year, with 13 last year, and has pointed out that many of these

THE GROWING DANGER OF MOTOR-CROWDED ROADS.

ARTIST, STEVEN SPURRIER, R.O.I.



WITH ALL SORTS AND CONDITIONS OF VEHICLES—THE CHAR-A-BANCs, TOURING CAR, VAN, AND "PUSH-BIKE"—NOT TO MENTION THE PEDESTRIAN.

lumbering motor-coaches are merely old war lorries with new bodies, mounted on chassis quite unsuitable and unsafe for their present purpose. Various suggestions have been made to minimise the road peril, and one practical step has been taken by the Ministry of Transport; that is, to encourage the general adoption of 'the white line' on highways for the guidance of traffic at bends and corners, where most of the accidents occur. Major-General G. S. Long, who early in the war was Director-General of Transport at the War Office, said recently: "Why not, instead of all the elaborate schemes advanced, adopt the inexpensive plan of classifying roads as 'superior' and 'inferior,' and marking approaches to crossings with red discs?"—[Drawing Copyrighted in the U.S. and Canada.]

The World of the Theatre.

By J. T. GREIN.

THE JOYS OF CELEBRITY.

"It is not all beer and skittles." It was a famous actor who spoke, one of those fitly described as a darling of the gods—and goddesses. Popular, richly paid, courted by society, ever in the public eye, a pet of the people and of the critics as well. He had just scored a triumph. His dressing-room was covered with letters and telegrams; the floor was strewn with papers—all containing praise! praise! praise! as Pinero put it. Some critics spoke of "the apex" of his career. Yet he was rather downcast and not in his usual spirits. My hearty congratulations met with but lukewarm response. "Aren't you happy? More fame, more money—why, you are the most popular man in London." It was then that he uttered the well-worn phrase: "I will take you into my confidence," he said. "It is all very well to be what you are pleased to call 'celebrated,' but have you ever contemplated the 'joys' of it?"—and he pronounced "joys" as if it were a word of scorn instead of exaltation. "I shall have less peace than ever. Look at this"—a pile of letters of all shapes, forms, hues, and fragrances—chypre intermingled with synthetic scent, according to the social position of the correspondent. "Let's sample them." And, as he rapidly tore the envelopes open, he exclaimed: "Autographs! autographs! Photos! photos! Polite requests and sometimes peremptory demands. Invitations to lunch, dinner—as if I had time for dinner!—supper, week-ends! Who writes that, you say? I have never heard the name. But that is an everyday occurrence; people I don't know from Adam claim acquaintance and tell me they would organise a nice little party 'to meet you.' Cheek, eh? but funny! Mrs. Leo Hunter, like the poor, is always with us. But that's only a beginning."

At that moment the telephone went. "Yes? Oh! the *Daily Courier*. Interview—yes. Sorry, full up to-day; to-morrow after the matinée—thanks. Good evening." Another 'phone. He: "You want me to tell you what I think of the psychology of the part—surely not over the 'phone. I have to think it over. Couldn't I write it? My dear Sir, impossible—rehearsal for 'cuts' to-morrow—I have not a minute—really not a minute of my own. Can't I say something? Well, if that's all, you may say that, in my opinion, Birkham, the hero I play, is a psycho-physiological problem—the modern man of enterprise and ambition who, to accomplish his ideals, turns night into day, lives on his nerves, has no time for women or for play, and finally goes to pieces over his strain." Then—still 'phoning—"You know the rest of the play: he meets the simple, healthy country girl—she becomes his Egeria and will be the complementary—no, not complimentary—'comple' with an e—part of his existence—his saving grace—it sounds well. Yes, that's all. Thank you. Good night."

"And that is that," he said with a sigh. The call-boy popped in—"Two minutes, Sir."

"You go on with the letters," he said, "and answer the telephone. Put them all off till next week. Tell them anything you like—you know, 'these be my sentiments.' See you anon." And off he

rushed to play the third and last act—his great scene.

Of course I dared not touch the letters—some marked "private," some "personal," some "confidential." There was pleasant guess-work in them—by their very aspect and flavour and handwriting. Some of them, no doubt, contained effusions, declarations, assignations. Later, when, after the performance, we sat down to a little supper, I reverted to the subject.

"Your surmise is right. I get them of all sorts. By this time I have a knack of finding out what kind

"H'm—yes. There is something in that. But what about the other joys? The man who sends me cigarettes and for a boxful wants my declaration that since smoking them I have discarded all others; the hair-restorer who makes me anxious whether I have a bald patch that does not exist and asks for a certificate of capillarian merit; the distiller who forwards whisky; the champagne-grower in France who proffers a case—not mentioning who is to pay the duty. And all, all want something for an advertisement that costs them nothing! Then there are the authors who,

having read of my latest part, send me plays—unasked, and generally with no stamped envelope for return, with a letter saying that they wrote the play with me in their mind's eye, and will I please tell them what I think of their work? Will I grant them an interview? I wonder whether they ever count the hours of the day! (By the way, I forgot the tailor who offers me suits for a twelve-month, gratis and for nothing, if I would give him a line on the programme—just as if I were a leading lady!) Ah! and there is the polite beggar—mainly a stranded *confrère*—who asks for a loan of a pound when he is modest, and for a fiver—always round sums—when he plays the family-man stunt and illustrates his tale of woe with a poignancy that would draw tears from a stone. With each success the appeals for hospitals and kindred institutions increase in number and fervour of pleading. Again, there is the charity *matinée* nuisance. I have made a note of this. Last season between September and May I was invited to take part in some fifty concerts and performances. Some proposed that I should recite—others suggested 'brilliant parts' as long as 'Hamlet.' And, mind you, these things have to be handled with great tact; the letters often come from influential quarters, and refusals, unless very plausible and skilfully tendered, are apt to foster the gentle art of making enemies. Some people think that an actor can find time for anything, as he only works at night and twice weekly at matinées. They do not realise that the actor who plays strenuous parts must have some leisure and rest, lest he expose himself to a breakdown. I am all for charity, and a real good cause meets my willing ear, but these everlasting 'appeals' are the most severe penalty of fame. Honestly, I would rather be a little less celebrated and possess my soul in peace. Now I am literally the 'play-boy of the

Western World'—my public life and my private doings, the things I do and am supposed to do, my whereabouts, my thoughts (on all manner of things) are no longer my own. I belong to the public domain. I live in a glass house exposed to bouquets and stones—ay, stones. For jealousy and rancour lie side by side with praise and adulation in these letters. The 'joys' of celebrity—I wish them joy! Let those who envy me step into my shoes for a little while. . . ."

"Would you, then, prefer to retire and rest on your laurels?"

He smiled. "That's another story. After all, Henri IV. of France was right: '*Paris vaut bien une messe*.' I ought not to grumble—let's drink to the Joys of Celebrity."



"TWO STARS" THAT DO "KEEP THEIR MOTION IN ONE SPHERE": MISS GLADYS COOPER AS MRS. CHEYNEY AND SIR GERALD DU MAURIER AS LORD DILLING, IN THE GREAT BED-ROOM SCENE IN "THE LAST OF MRS. CHEYNEY," AT THE ST. JAMES'S THEATRE.

The appearance of Miss Gladys Cooper and Sir Gerald du Maurier together in Mr. Frederick Lonsdale's new play, "The Last of Mrs. Cheyney," belies Prince Harry's boast to Hotspur—that "two stars keep not their motion in one sphere." Mrs. Cheyney is a jewel-thief (of otherwise unimpeachable morals), and Lord Dilling is an enamoured peer who has discovered her burglarious plot, and has exchanged bed-rooms with the lady whose pearls she has arranged to steal. Our photograph shows an incident of the great scene in the bed-room after the fair burglar has found it occupied by the peer instead of the owner of the pearls.—[Camera-Portrait by Dorothy Wadding.]

of nature is my correspondent. And the confidences they contain! Lots of them pose as *femmes incomprises*—mostly married; some write poetry—here's a sample—"on a pink sheet which he pulled from his pocket. "'Alone with thee I could wander on the road towards the sun'—why the sun? The moon would be more discreet. Answer them? No—never"—after a little pause—"hardly ever—my wife does that for me. She autographs, too, when I am busy. The rest—particularly when they are too hot—go into the waste-paper basket."

"Well, it is amusing; there is some charm in admiration from unknown people. I bet you would not like the flood to stop. It proves how well-beloved you are."

THE STAGE COUNTERPART OF GAUGUIN: A GREAT PIECE OF ACTING.

PHOTOGRAPH SPECIALLY TAKEN FOR "THE ILLUSTRATED LONDON NEWS" BY C. POLLARD CROWTHER, F.R.P.S.



CHOSEN BY THE "SKETCH" TO RECEIVE ITS SEPTEMBER AWARD FOR THE BEST ACTING OF THE MONTH:

MR. HENRY AINLEY AS CHARLES STRICKLAND IN "THE MOON AND SIXPENCE," AT THE NEW THEATRE.

Mr. Henry Ainley gives a remarkably fine rendering of the chief part in "The Moon and Sixpence," at the New Theatre, a dramatic adaptation from Mr. W. Somerset Maugham's novel of that name. Charles Strickland, a character said to have been modelled on that of Gauguin, is a London stock-broker with an artistic temperament who leaves his wife and home to take up painting in Paris. There he betrays the wife of an artist who had saved him from starving, and deserts her in turn to go to the South Seas,

where he allies himself to a native girl with property; but just as he achieves success fate steps in with tragic irony and afflicts him with leprosy. In spite of the repellent personality he has to represent, Mr. Ainley succeeds by masterly acting in winning for the man a certain measure of sympathy. Each month, as is now well known, our contemporary the "Sketch" makes an award for the best performance by an actor or actress on the London stage. For September, the choice of the judges fell on Mr. Ainley.

THE WORLD OF WOMEN.

THE QUEEN, wherever she may have been, and however happily engaged, is always glad to return to London; this year more glad than ever, since her return precedes by a few days her reunion with her beloved eldest son. Many people, without any real reason at all, think the Duke of York to be the Queen's favourite among her boys. This is probably believed because the Duke is the least robust of the King's sons. He bears this disability so bravely and cheerily that he is doubly a favourite with all who know him well. Most mothers have a favourite among their children, little as some allow this to be suspected. The Queen is most likely no exception to the first, and certainly shows no favour, but all who have opportunities for observance know that her Majesty's relations with her eldest son are of the happiest. The Prince pays the Queen all kinds of delightful little attentions, and, on his travels, something that her Majesty will like is among his most precious purchases.

It is stated that Miss Grace Vanderbilt, so well known in London—where she has spent with her father and mother, Brigadier-General Cornelius and Mrs. Vanderbilt, a season or two; and at Cowes, where she was on board the *Atlantic*, her father's big, three-masted, auxiliary yacht, up to last season, and came ashore each afternoon for tennis—is engaged to Prince Dietrichstein. The Prince is the nephew of Count Albert Mendelsdorff-Pouilly, so long pre-war Austrian Ambassador at our Court. He was over here during the past season. He is a good-looking young man of about twenty-five, and is, of course, Austrian and a Catholic. Originally the family was French, a feudal house in Lorraine about 1395. The Prince's mother is Russian, a Princess of the house of Dolgorouky. He is the head of the house; his names are Alexander Albert Oliver Antony; and every one who met him here liked him.

If the Marchioness of Londonderry was at Loch Choire, she must have arrived there late in September, and devoted her time to stalking and shooting. She was not at Dunrobin Castle for the sheepdog trials or the garden party, nor with the party from there at the golf ball at Brora. The Sutherland season ended with the county ball at the Station Hotel, Dornoch, before the closing of the hotel for the winter. This county ball is not like those in the South for county people, but runs on much more democratic lines. The Duke and Duchess of Sutherland were, however, present with a party. Dornoch Hotel has been well patronised this season. About Gleneagles, the great hotel venture of the L.M.S. Railway Company, one does not hear much. It should be a great success, for it has been a costly enterprise, and has

science. People are quite apologetic about playing games nowadays unless they are specially skilled at them.

The late Countess of Carlisle, grandmother of the present handsome sailor Earl, was an early example



WINNER OF THE KENNEL CLUB CHAMPION CUP AT THE ALEXANDRA PALACE (FOR THE BEST EXHIBIT) WITH HER LABRADOR, "BANCHORY DANILO": MRS. QUINTIN DICK, AT RETRIEVER TRIALS AT WESTBY-NEAR-KIRKHAM.

Photo.: British Illustrations.



WITH HER WIRE-HAIRED DACHSHUNDS, AN UNUSUAL BREED FROM CZECHOSLOVAKIA: LADY BERWICK AT THE KENNEL CLUB SHOW AT THE ALEXANDRA PALACE.

Photograph by Photo. Illustrations Co.



WITH HER ALSATIAN WOLFHOUNDS, "WOLF OF ESPERANCE" AND "BLAISE OF MOTTISTON": MRS. COMPTON AT THE KENNEL CLUB SHOW AT THE ALEXANDRA PALACE.

Photograph by Photo. Illustrations Co.



WITH HER GREAT DANE, "PAULINE OF BALLARAT": MRS. I. A. BUTLER AT THE KENNEL CLUB'S SIXTY-FOURTH CHAMPIONSHIP SHOW AT THE ALEXANDRA PALACE.

Photograph by Photo. Illustrations Co.

brainy daughters of the second Lord Stanley of Alderley, went her own way, believing in the people, with a big "P" but keeping them in excellent order, and absolutely total abstainers. Her son the Hon. Geoffrey Howard, is a Liberal, and, being a clever man, has done good service to his party. Lord Carlisle, who has a little son, Viscount Morpeth, and a little daughter, Lady Carolyn Howard, retired from the Navy in 1920. The present Countess of Carlisle is the eldest daughter of Lord and Lady Ruthven, and is tall, slight, fair-haired, and very pale of face.

The Duchess of Northumberland is a beautiful woman. Her Grace is a Grace by nature as by title. She looked very well at the wedding of her step-niece, Miss Cotterell, to that handsome young Irish Guardsman, Sir Terence Falkiner, Bt. Her dress and coat were of dull yellow, and the coat had a sable collar and cuffs. She is tall, and has beautiful fair hair with a golden light in it, violet-blue eyes, and a lovely complexion. It showed that there were a number of people in town, so many were present at the very pretty wedding, to be followed by several interesting October weddings.

Although the winter is not actually upon us yet, it is well in sight, and December festivities are not far off. When turning over the diary of future events you will find that important dates are already being fixed for the important winter dances. For one thing, the old year is to go out at the Albert Hall with tremendous gaiety, for the costume ball fixed for the night of Dec. 31 promises to be one of the most brilliant ever held in London. It is in aid of the British Legion and the Middlesex Hospital—two splendid objects. The tickets, which include supper, are priced at £2 2s.—for the first two thousand. Many are already sold, so it is advisable to write at once so as to be sure of getting them. They are obtainable from the secretary of the Middlesex Hospital; the British Legion H.Q., 130, Baker Street; and from Mr. G. Sherwood Foster, 15, Queen's Gate Terrace.

Princess Mary Viscountess Lascelles and Viscount Lascelles have now a home at Newmarket. Her Royal Highness has taken a great interest in getting it ready and having nursery accommodation added. It is believed that it will be very frequently used, as the Princess and Lord Lascelles love the country, and are deeply interested in the Turf and in racing stables. Also Princess Mary loves riding exercise and cannot get it quietly without being keenly observed either in London or Yorkshire. The little boys are already showing a love of horses, and doubtless ponies will soon be added to the establishment. The King

fine natural advantages. Its tennis courts are, one hears, splendid, and with the young folk tennis is even more favoured than golf. Like all present-day games, it seems in danger of being killed by its own

of a woman who, if not a Socialist, had socialistic leanings. Her husband was a Conservative; various members of her family were of other and varied political creeds. Lady Carlisle, who was one of the

will see much of his daughter and son-in-law when at Newmarket, and it is the place where Princess Mary most enjoys racing. The King, too, is very fond of Newmarket.
A. E. L.

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Fashions & Fancies

Motoring Modes of the Moment.

The Motor Show is the centre of interest at the moment, and enthusiasts are thronging to Olympia to inspect the newest car prodigies. Consequently, it is an opportune time to speak of the latest motoring fashions. Not so very long ago, when motoring for women was the exception rather than the rule, the sole accessory designed for that pastime was a long veil of chiffon or georgette worn over the hat and tied firmly under the chin with a large bow! The most daring spirit would not dream of entering her car without the veil, though the rest of her costume consisted merely of as many bulky coats and rugs as possible. Fashion, therefore, was not thought of. But nowadays one must be correctly garbed for everything, and motoring clothes are an important consideration. Each season brings its variations, combining more and more smartness and comfort.

The Emancipation of Leather.

The first innovation was the use of leather for motoring coats. The original models were of a rough description, looking like hide rather than the

with fur or fleece. Reversible coats of tweed and fur or leather and fleece are also very much in vogue, and are extremely practical for those whose ambitions have, of necessity, to be more restricted. Never have the fashions been more varied or more attractive, whether they be destined for a Rolls-Royce or a diminutive two-seater.

Leather Cushions and Muffs.

Brilliantly coloured cushions and muffs of leather are designed for comfort in the car. The attractive group pictured here were sketched at Harrods, Knightsbridge, S.W. In the centre is a suède cushion in blue and beige, price 21s. 9d., and next to it a cosy foot-muff lined with lambs-wool and edged with fur, costing the same amount. At the back is a leather bag lined with moiré, containing a comfortable cushion covered with the latter material. The two will change ownership for £4 6s. 6d. A wedge-shaped leather cushion

for the driving seat, which so many women motorists find an immense help, is obtainable for 23s. 6d., and a soft suède cushion in two colours, complete with handle, can be secured for 11s. 9d. Gloves innumerable can be obtained at all prices, the pair sketched, of fur and suède, costing 18s. 9d. Then there are useful oval motor cases of Persian leather with all the necessary fittings available for 43s. 6d.; and a week-end or blouse case in hide, lined moiré, and fitted with inside pockets, ranges from 39s. 6d.—investments that will prove of lasting value.

Hats that are Smart and Comfortable.

Neat little hats that will remain immovable in the keenest wind are the ideal of every motorist. Henry Heath, of 105, Oxford Street, W., have countless attractive affairs of this genre. It was in their salons that were sketched the two models pictured above. The one on the right is in fawn and nigger suède cloth decorated with a motif of leather and gold-thread embroidery, while the other is a neat stitched velvet costing 29s. 6d. Then there are felts in every shape and colour available for 30s. each, with brims large or small, turned up or down. An interesting brochure illustrating the newest models will be sent gratis and post free on request to all who apply mentioning the name of this paper.

Prepared for sunshine or rain is this Dual Burberry, the latest motoring coat, sponsored by Burberry, in the Haymarket, S.W. One side is in bright-red Urbiter coating faintly overchecked; and the other in Solgardine to tone.

Snakeskin and Suède.

The suède coat is trimmed this season in numbers of original ways. A striking model in black is bordered with snakeskin, another with red lizard, and a third with leopard fur; while it is by no means unusual to see them lined with moleskin or pony, wearable either way. Some, too, boast wonderful designs worked with a broderie-anglaise effect, revealing glimpses of a satin lining in a different colour beneath. Gloves to match, with gauntlets showing the embroidery, are fascinating accessories, and the woman who prides herself on being ultra-consistent will find shoe-muffs of the same calibre, warmly lined



Here are two charming hats for the car which were sketched at Henry Heath's, 105, Oxford St, W. The back view is of a golden brown stitched velvet model; while the other is of fawn and nigger suède cloth decorated with leather and gold thread embroidery.

The Dual Burberry.

An ideal coat for motoring is the one pictured below, designed and carried out by the well-known firm of Burberry in the Haymarket, S.W. It is the new Dual Burberry, built of Urbiter coating with the reverse side of Solgardine, this firm's famous waterproof material. Warm and light, its capacity for keeping out the wind equals that of leather, and it is designed to slip easily over a fur under-coat if desired. Dual Burreberrys can also be obtained in leather reversed with cloth, all the new bright colours being available. There are other coats of leather or suède which are equally practical for motoring, some completed with fur cuffs and collars.



SOCIAL PROBLEMS

5.



Fougasse

A, whose much-published enthusiasm for Russian literature in the original is only equalled by his (unpublished) ignorance of that language, or of any other save his own, has the bad luck to be introduced to Z, the eminent Russian litterateur, who speaks every language but English.

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Fougasse.

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THE WORLD OF MUSIC.

EXERCISES FOR MUSICAL CRITICS.

IN referring to a recent book by Mme. Joachim-Chaigneau (widow of the son of the great German violinist), entitled "Aperçus Modernes sur l'Art d'Etudier, Suivis de 20 Exercices Quotidiens Essentiels à l'Entretien et au Développement de la Technique du Violon" (Max Eschig; Paris), Mr. Ernest Newman deplores the fact that, although everybody is willing to admit that a pianist, a violinist, or any musical virtuoso may be temporarily off-colour, indisposed, or not in the best of form for any one of a thousand reasons, mental or physical, yet nobody seems willing to make similar allowances for the unhappy musical critic. If he should make a blunder, then it is due to defective intelligence; it stands recorded against him for ever as a sign that he was in this respect, at any rate, a nincompoop, a man who made a fool of himself.

"If a singer has a cold, or a violinist plays out of tune because he is worrying over the Courtaulds he bought at 135s. a month ago that are now only 122s., allowances are made for him at the moment, and his sins of this afternoon do not rise up against him next year." But I am not so sure, actually, that this is so. I seem to remember Mr. Newman's advocating that the musical critic must never take any of these possibilities into consideration; that, once he began surmising on the possible reasons for this or that deficiency in a musician's performance, all criticisms might as well stop immediately. And I think Mr. Newman made out an unanswerable case for the necessity of absolute judgments made on the individual performances before the critic. But there is a distinction to be made here, and that is the distinction between the performance and the performer. If a critic has heard an artist play a number of times, then he knows better how far any single performance is really representative of the artist's powers, and he is entitled to say that Mr. So-and-So did not play up to his usual standard, and leave it at that, being



A "DECORATION" FOR AN ANCIENT BOROUGH THAT WAS A ROYAL MANOR IN 1304: THE MAYOR OF HERTFORD HANDING TO THE TOWN CLERK A STANDARD OF HONOUR PRESENTED BY THE YORK HERALD, THE HON. PHILIP CARY (LEFT) AT HERTFORD CASTLE.

An interesting ceremony took place at Hertford Castle on October 1, when the York Herald (the Hon. Philip Cary) presented to the borough, on behalf of the Earl Marshal of England, a Standard of Honour, which was accepted by the Mayor (Alderman Josiah Wren), on behalf of the Corporation. The Standard is of figured silk damask painted with heraldic devices in colour. The borough of Hertford was a royal manor as long ago as 1304, in the reign of Edward I. After the presentation, Lord Salisbury spoke, as High Steward of Hertford. Lady Salisbury is seen in our photograph.—[Photograph by I.B.]

well able to imagine all sorts of reasons for that temporary lapse.

But does Mr. Newman seriously believe that the same is not true of the musical critic's performances? Does he think that the musicians and amateurs who read musical criticism do not learn in time to know their critic, and make the same sort of allowances for him as he does for the virtuoso? "If a critic goes to the first performance of, say, 'Tristan,' after six months of exhausting labour in opera houses and concert-rooms, and he is, although he may not know it himself, too tired for his brain to keep pace with Wagner's driving energy and to stay the course, and in consequence he accuses the work in his next day's notice of being obscure, no one, fifty years afterwards, will try to find out whether his error of judgment was not due to something much more prosaic than a fundamental lack of musical imagination or intelligence," says Mr. Newman. But, surely, no critic is going to be judged by one pronouncement upon a musical work. He is not going to hear "Tristan" once only, and give only one judgment upon it. Of course, if he is such a dolt as never to change the opinion he has once expressed simply because he will not contradict himself, that is quite another matter; but it is not easy to imagine that such a critic will be able to impose upon his public for long. According to Mr. Newman, Chorley's attitude to Wagner was due largely to his health and his heredity, and he refers to a passage in Hanslick in which that famous German critic speaks of the influence health and fatigue may have upon a critic's judgment. But here we are on different ground altogether. There are no cases of temporary disablement; they are, on the contrary, cases of permanent temperament and character. Chorley and Hanslick had, as all critics have, the limitations of their own natures. They were constitutionally incapable of adequately appreciating certain qualities, whether their bank account was overdrawn or not, whether their investments were promising or disastrous.

[Continued overleaf.]

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Continued

And at this point I may say that Mr. Ernest Newman is the only musical critic, living or dead, in all my experience who has ever mentioned investments. And if by chance Mr. Ernest Newman has any Courtaulds among his investments, I will give him a good piece of advice, and that is—to keep them!

But when Mr. Newman goes on to quote the eulogies which great violinists like Kreisler and Lucien Capet have bestowed upon Mme. Joachim-Chaigneau's exercises for improving and retaining technique, and to regret that no such exercises have ever been compiled for musical critics, who need them just as badly, I am whole-heartedly with him. We should all be much the better for a little hygienic drill carried out daily—"a few exercises," says Mr. Newman, "for the discipline of judgment corresponding to the exercises the athlete goes through each day that keep him ideally fit for his particular work." It is easy to see the necessity for these exercises, but it is very difficult indeed to imagine what these exercises could possibly be.

Obviously, we are faced with a much more complicated problem. We may suppose that the musical critic is to keep physically fit. But what is physical fitness? There is, perhaps, no such thing as absolute physical fitness; there is only physical fitness relative to a purpose. The physical fitness required to row in the Oxford eight, if achieved by the musical critic, would lead him to think Mr. Gershwin a greater composer than Mozart, for those of us who have had any experience of that sort of physical training know that it blunts the sensibility and dulls the mind.

Again, perhaps it might be thought good discipline for the musical critic to give himself an hour of Bach before going to hear a new work by Mr.

Arnold Bax, so as to help him to be quite sure whether the English "B" was as great as the German "B." But, unfortunately, this might lead him to think that one of the two must be no composer at all, they differ so radically from one another: for if he looked in Mr. Bax for the clarity, the lucidity, the logical counter-

atmospheric effects of the English composer. In fact, I cannot think of anything more difficult than the compilation of a manual of disciplinary exercises for musical critics. I can only think of that very ancient golden rule: "Moderation in all things." The very best discipline for a musical critic, I should imagine, is to hear neither too much nor too little music. To have to hear music constantly, day after day, must inevitably dull the musical sense and prevent genuine response to what is heard. The bane of musical criticism is the necessity the critic is under to give expression to an impression when no impression of any sort has been made upon him. This is the cause of nine-tenths of the puerile judgments, the banal and trite comments, of most musical critics. A good musical critic is a very sensitive mechanism; he cannot be buffeted about by every gust of music that blows daily in on him, and retain his sensibility at its acutest. Therefore, if I were to compile a manual for musical critics, I should print on the title-page, in letters of gold, this legend: "Not too much music!"

It is easy, of course, to give such excellent advice, but in a world where men and women are prone to judge quantitatively rather than qualitatively, the poor musical critic is forced by the exigencies of his profession, by the mere bread-and-butter necessity of his existence, to hear far more music than is good for him, and to write far more about music than is good for him. The wonder is not that he is occasionally silly, but that he is not considerably sillier—nay, even chronically silly.

Since he is not, we must assume that he is tougher and more robust than his readers have any right to expect.

W. J. TURNER.



THEIR MAJESTIES' STATE VISIT TO ABERDEEN: THE ROYAL CARRIAGE IN THE PROCESSION PASSING THE NEW ART GALLERY BUILDINGS OPENED BY THE KING.

The King and Queen made their first State visit to Aberdeen on September 29, when his Majesty opened the new extensions of the Art Gallery, including the Cowdray Hall, in which the ceremony took place. He recalled his previous visit to the city when he was Duke of York. Incorporated with the new buildings is the Aberdeen War Memorial (a white marble shrine with six pillars seen in the background of the photograph) which had been dedicated by Scottish clergy shortly before the arrival of the royal visitors. It commemorates 5042 Aberdonians who died in the war, out of 40,000 who served.—[Photograph by Central Press.]

point of the great German composer, he wouldn't find it, and, looking for that, he might not notice the charming shifting harmonies and

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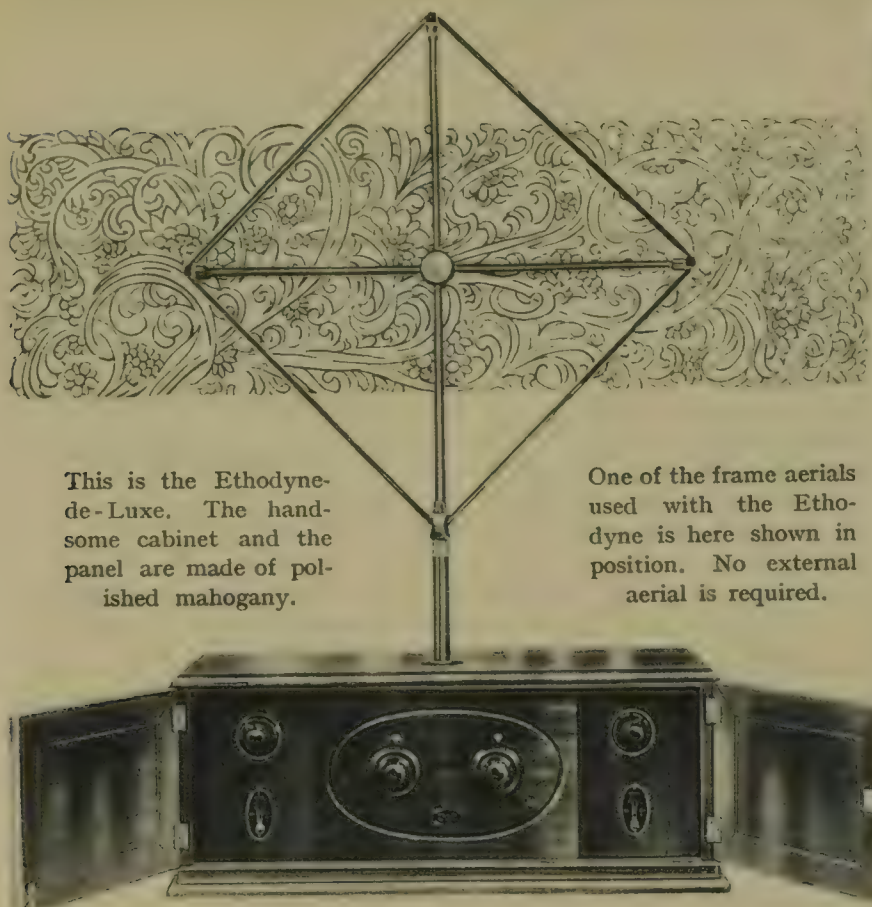
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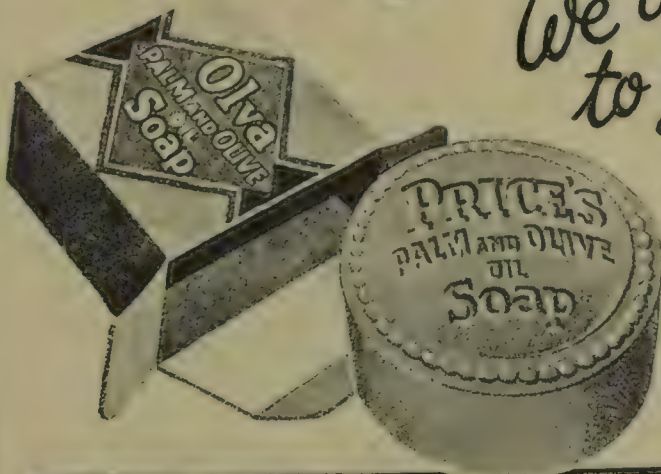
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The Monomark system is briefly this. Every firm which adopts it will be given a short symbol consisting of not necessarily more than four characters. This symbol is called a Monomark, a word coined for universal use and which will be adopted by all countries using the system. The essence of the idea is that each Monomark is without a duplicate throughout the world, and is printed on every article turned out by the firm owning it. The miracle then begins to work, for Monomarks have arranged with the General Post Office that any envelope addressed by a Monomark—say, BCM/RKS London—will be delivered at Monomark House, where it will be enclosed in a fresh envelope and re-posted to the registered owner of the Monomark. Thus any retailer or individual all the world over will at once be able to get in touch with the manufacturer of any article without looking up an address or taking any trouble whatever. Monomarks make a telegraphic address, and form an indisputable mark of identity which cannot be forged with any profit, as all communications must automatically reach the genuine

firm. There are many other technical advantages for the business firm in connection with Monomarks which do not spring to the eye of the "layman" in commerce. For instance, a firm which has always dealt in cheap

goods may wish to try the sale of a high-class line of articles, and may not wish to be associated with both productions by the general public. A Monomark serves the purpose of concealing identity as well as proving it, and will be of invaluable service in a thousand ways, will facilitate shipping goods, and will serve as identity mark in case of train wrecks or other disasters when goods are not always traceable.

Monomarks, however, do not only make an appeal to business men. They offer a thousand boons to the individual, for there are Private Monomarks as well as Commercial ones. The latter all commence with the letters BCM, when of British origin, but Monomarks are obtainable for private individuals with the prefix BM, for "British Monomarks." Foreign commercial or private symbols are all prefixed by the initial of the country of their origin. A private Monomark might perhaps be BM/XOXI, and as such would be printed on portable property—in secret places of the owner's car, on his linen and other possessions. In case of loss, the return of any article would be simplicity itself through Monomark House; while in case of theft the hidden Monomark on the chassis of a car would be a great help towards speedy return of the stolen property. Travellers would have a permanent address for their letters, and minor annoyances in life such as a collection of washing marks sewn all over one's linen would cease automatically, for with the general adoption of the Monomark system laundries would accept Monomarks as sufficient identification for all garments. It is, of course, obvious that humanity cannot enjoy the benefits of simplification which Monomarks offer unless the system be generally adopted, but when it is fully explained and expounded, as it will be very shortly, and the actual date for its inauguration (probably in November) announced, there is no doubt that it will be welcomed by both private individuals and business firms, as it is the simplest and most complete system of identification for individuals, firms, and goods which has yet been seen. Pending the completion of Monomark House, High Holborn, the address of the firm is 19, Abingdon Street, S.W.1, and full details and application forms for Commercial and Private Monomarks may be obtained, the latter costing only 5s. a year.



A NEW SYSTEM OF IDENTIFICATION EITHER FOR PRIVATE PROPERTY OR TRADE PRODUCTIONS: A MONOMARK BADGE WORN ON A WOMAN'S HAT.

The William Morris system of Monomarks, for simplifying commercial communications or identifying articles of private property, is explained in the article on this page. We illustrate here a specimen of a Monomark badge worn in a woman's hat.

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"BRUNETTE
CHOCOLATE"
BISCUITS**
A rich brown biscuit
with a flavour all its
own. Sandwiched with
Chocolate cream.
Made only by
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**Rowland's
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As it Penetrates
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Sole Makers: G. F. Sutton Sons & Co., King's Cross, London, N.7



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THE girl of to-day has found in Tsang-Ihang a perfume truly in keeping with her healthy life, her short hair, her independence. It is a fragrance intriguingly beautiful and refreshing—a product of mystery and the East. It is subtle—it is perfect—it is Tsang-Ihang.

TSANG-IHANG FACE POWDER & TOILET CREAM

ensure a perfect complexion.

Perfume, 2/9, 4/9, 9/6
Face Powder, 1/2
Toilet Cream, 1/-; Soap, 10½d.
Crystal Bath Tablets (Box of 12), 3/-

*Of all Chemists and
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GROSSMITH'S

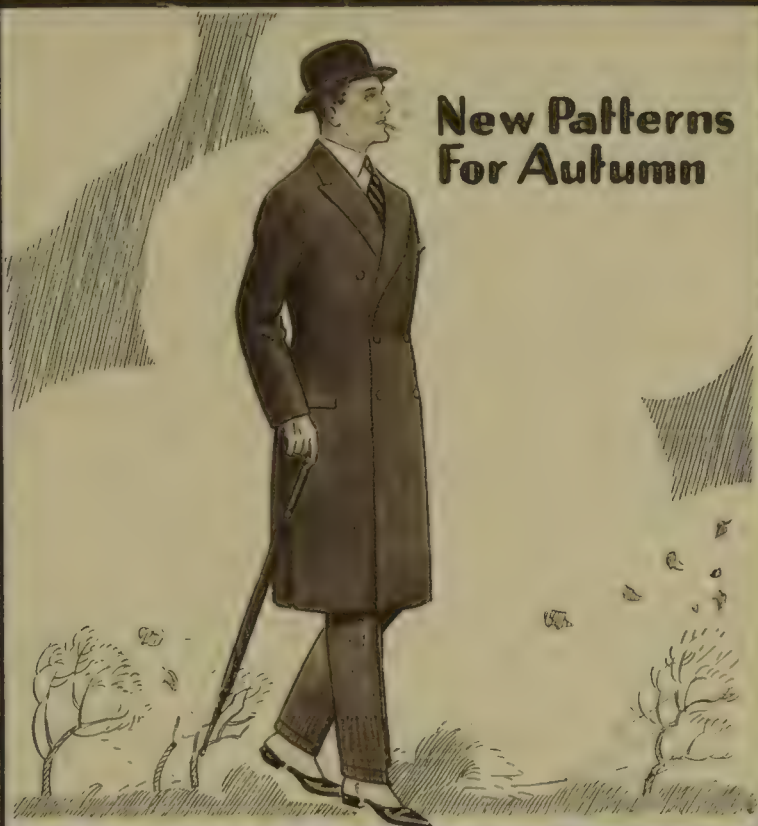
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Sweet **PERFUME** of Thibet



GROSSMITH

LONDON



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Alfred Webb Miles & Co. Ltd.

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It is indistinguishable from leather and much cheaper.

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Samples at all furnishing houses. See "REXINE" is specified on invoice to prevent substitution.

THE CHRONICLE OF THE CAR.

"The Show." It almost goes without saying that nothing is being talked about in motoring circles but "The Show." In the Olympia Supplement which follows I have endeavoured briefly to indicate some of the more outstanding exhibits, but the limitations of space have prevented reference to everything which is worth seeing. I therefore subjoin here a few brief notes which have been crowded out of the Supplement, and hope to continue these next week, when I have been able to get round the exhibition and see more of the new cars.

Renault
(Stand No. 174). Among the first flight of French cars is the Renault. From the very early days of the motor-car it has been a leader in design—was not Renault the first to break away from chain-drive and adopt the now universally used live axle? In its latest expression this fine car loses nothing by comparison with its competitors. As a fact, it is probably a gainer by reason of its distinctive appearance, for the absence of a visible radiator renders it impossible to mistake a Renault for a car of any other make. Quite recently I had one of the new "Twenty-sixes" handed over to me for a week-end test, and found nothing wanting in its performance. All the Renault models are very substantially constructed—they are

cars which are apparently built for a lifetime of service. This, of course, means that they are not light—in fact, I should say they are distinctly on the heavy side—but this does not at all detract from road performance. I was told that the "Twenty-six" was capable of a speed of 74 m.p.h. on the road. It probably is, though the most I pushed it up to was about 63 m.p.h., with obviously more to come if it had been wanted. Even that speed strikes me as being excellent for a car of the rating. Hill-climbing was very good indeed, and acceleration wonderful. The gear-change was easy and smooth, once one got used to it; but the really great feature of the car was its brakes. The smoothness of application combined with tremendous stopping power was quite a revelation to me—I do not recollect a car which, in my experience, has come near to the Renault in this respect. Altogether, it impressed me as a really high-grade car with a performance beyond the ordinary. Several Renault models are shown at Olympia—there is one for every requirement, from the little "Eight," to the "Forty-five," which is capable of a speed of well over a hundred miles an hour. A remarkably interesting exhibit.

Lancia (Stand No. 72). Nobody will want to miss the Lancia exhibit, even though the "Lambda" is, outside the limit of the price he is prepared to pay for the car. It is

a highly unconventional car, but one of more than a little merit—a car which it is sheer undiluted joy to drive. A few weeks ago I was able to give my impressions of this car's road performance, so I will content myself at the moment by saying that, whether the visitor has any intention of purchasing or not, he ought, if he is interested in refinement of design, to see the Lancia exhibit.

C.A.V.
(Stand No. 432). The C.A.V. mark on any article of electrical equipment is all the assurance of quality the knowledgeable motorist requires. Whether it is lamps, batteries, ignition devices, or any gadgets connected with the use of electricity on the car, one cannot go wrong if this mark is there. It is this knowledge which makes the C.A.V. stand at the Motor Show a rendezvous of all whose interests lie in the direction I have indicated. Apart from the interest of the exhibit itself, there are always experts in every department of electrical practice on the stand, whose knowledge and advice are at the disposal of the genuine enquirer.

Lea-Francis
(Stand No. 32). In the days when people took a pride in owning a bicycle with a name, it stamped one as among the aristocracy of cycling to be possessed of a Lea-Francis, for it was the freely acknowledged "best." When, therefore, this firm went into the motor-car business, they began with an established reputation to be lived up to, and well they seem to have done so, if the present popularity of their cars is any criterion. I like the design of both the 10-h.p. and the 12-h.p. chassis, which are conventional and sound, without attempting originality or departure from the beaten track. The records of both models in public trials and competitions are a guarantee of their performance, but I have to confess that I know nothing at first hand about either. They are very interesting cars, and ought to be listed for consideration by those who are contemplating a choice in the power classes to which the Lea-Francis models belong.

Fiat
(Stand No. 185). Last year at the Paris Show Fiat showed an entirely new chassis, of no more than 7-h.p. rating, with a tiny motor of 57-by-97 mm. bore and stroke, known as Model 509. This little car created quite a sensation, by reason of its advanced design and wonderful powers of performance, but until now it had not been seen in England. Now it makes its appearance on the Fiat stand at Olympia in chassis form and as a coupé, so the British motorist will be able to appreciate its merits for himself. It is certainly a very taking little car, and if it goes as well as its appearance seems to promise, it will become as popular as the "501," which has attained such a vogue in this country. The latter is also shown, and appears to have undergone no alteration since last year. I had an idea that four-wheel brakes were to be standardised on this popular model, but apparently they are still listed as an "extra." But as the saloon, with full equipment, costs only £390—£15 less with rear-wheel brakes only—this is not a serious matter. The exhibit is completed by two of the six-cylinder 40-h.p. "Model 519's." This six-cylinder Fiat always impresses me by its clean design. There are no excrescences anywhere—all the essential organs are hidden away, though all are accessible, in a way which gives one to wonder how the car runs at all.

Record Prizes for the Motor Revel. The Motor Revel, Carnival, and ball will be held at the Wharnccliffe Rooms, Hotel Great Central, on Thursday of Motor Show week (Oct. 15). A magnificent response to the Committee's appeal for prizes has resulted in a record number of valuable gifts which will be awarded for the best fancy costumes, etc., and it is advisable to make early application for tickets to the secretary, Mr. W. J. Pope, of 9, Hallam Street, Great Portland Street, W. The proceeds are in aid of the Motor and Cycle Trades Benevolent Fund.—w.w.

DODGE BROTHERS

English body

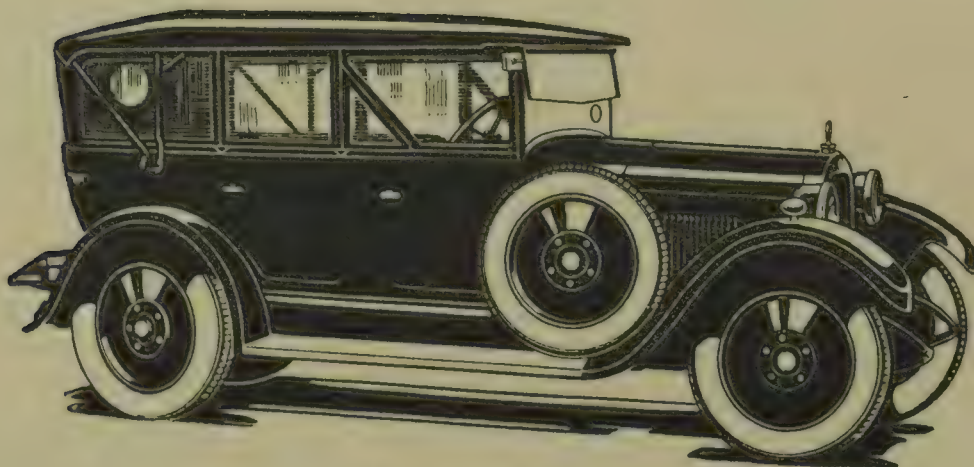
TOURING CAR

Built by skilled English workmen the body is admired the country over for the solid beauty of its coachwork.

Widespread comment on the beauty of the car however has not overshadowed public appreciation of its really exceptional riding comfort, smoothness of operation and long life.

Bad weather also emphasises the value of other features—the unfailing response, in extreme cold, of Dodge Brothers powerful starter and the snug protection afforded by suitable all-weather equipment.

Stand No. 103
Olympia



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The 19th International Motor Exhibition

1925.



WOMAN AT THE WHEEL: A MODERN ATALANTA.

FROM THE WATER-COLOUR DRAWING BY C. E. TURNER.

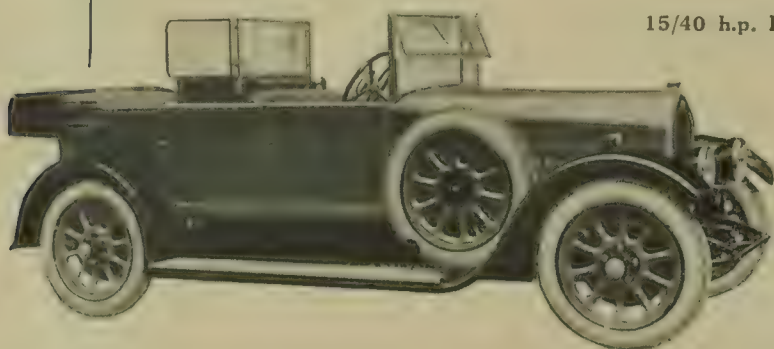
The Name is your Guarantee

THE very name Humber denotes Reliability in motoring—the Reliability that stands for everything necessary to secure that unadulterated pleasure that motoring is intended to provide—

Amplitude of power, pleasing acceleration, cleanliness, accessibility, ease of control and economy of upkeep. When you purchase a Humber you purchase a car that is going to be your reliable travelling companion for a very extensive number of years. The second-hand value of a Humber conclusively proves this.

The new 9/20 h.p. cars exhibited will captivate you with their graceful lines and high-grade workmanship. You must not miss inspecting them.

Visit Stand 213 and judge for yourself exactly why Humber Cars are such popular cars.



15/40 h.p. Five-Seater



SEE OUR EXHIBIT:

9/20 h.p. 4-Seater	- - - - -	£260
9/20 h.p. Saloon	- - - - -	£315
12/25 h.p. 4/5 Seater Tourer	- - - - -	£440
12/25 h.p. 4-door Saloon	- - - - -	£555
15/40 h.p. 5-Seater Tourer	- - - - -	£645
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Front wheel brakes are standard to the 15/40 h.p. models.

To 12/25 h.p. models the extra cost is £25. Dunlop tyres to all models.

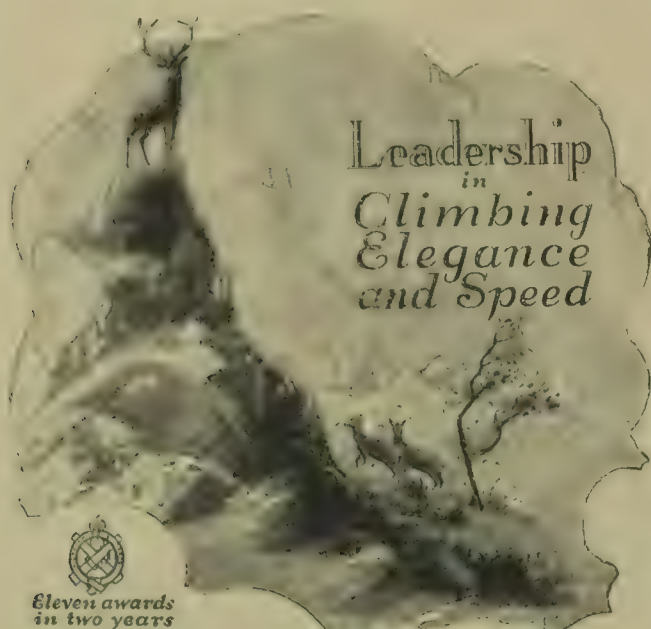
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OVERHEAD VALVE MODEL

15.9 Chassis	£395
4/5 Tourer (French Body)	£520
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Weymann Saloon	£595

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4/5 Tourer (French Body)	£445
4/5 Tourer (English Body)	£525
Fully equipped and ready for the road	

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LONDON & PARISIAN MOTOR CO., LTD.

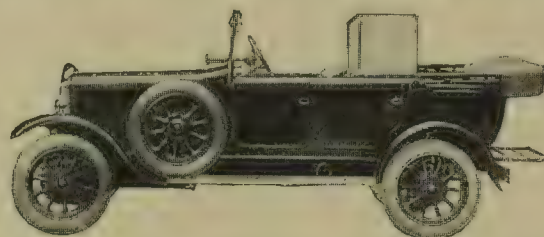
87, Davies Street, London, W.1.

'Phone: Mayfair 4224/5.

'Grams: "Corelio, London."

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Instant and Phenomenal Success of the New 13 h.p. CLYNO



IN less than one week the motoring world has accorded the entirely new 13 h.p. CLYNO an overwhelmingly enthusiastic welcome.

The New Prices:

13 h.p. 2-seater	£245
13 h.p. 4-seater	£260

4-Wheel Brakes are Standard.

13 h.p. Coupé (drop or fixed head)	£285
13 h.p. Saloon (4 door)	£298

It has taken more than two years of incessant research and constant road tests to perfect this "remarkable car," which retains all those features of amazingly light steering, easy gear change & wonderful suspension

that have made Clyno famous. The new engine is a revelation as regards delightfully silent and smooth running and big reserve of power. Completely equipped—roomy, comfortable—upholstered in real leather.

N.B.—11 h.p. Models now vastly improved, and prices still further reduced. CLYNO Agents are authorised to make a CASH REFUND to purchasers of current "Royal" Models of the difference between prices announced Sept. 1st, and further reductions made public on Sept. 24.

CLYNO CARS

Models from £162 10 0

SEE THEM ON STAND 99 OLYMPIA

THE CLYNO ENG. CO. (1922), LTD., WOLVERHAMPTON

LONDON—Showrooms and Export Department: ROOTES, Ltd., 141, New Bond St., W.1;

Service Works: Lodge Place, St. John's Wood Road, N.W.8;

Manchester: LOOKERS, Ltd.



YEAR by year it becomes more difficult to define exactly how much progress has been made in the design of the motor-car, and of what that progress consists in its detail. We have seen, during the past four or five years, the car improve out of all knowledge in every point of its performance, yet to all outward seeming there is next to no discernible difference between the car of 1919 and that of to-day. I think that it would be very conservative indeed to say that, as a rule, engines of any given dimensions are to-day giving off at least a third more power than they did four years ago. Yet, if we look at the motor of the present day, and compare it with its predecessor, there seems to be nothing at all to account for it. The result is there, and that is all we know about it. Some may say that the improvement is due to the more general adoption of the overhead-valve system, which is undoubtedly rather more efficient than the opposing design of side-by-side valves. But here we come up against the fact that even motors of this older type are vastly more efficient than they were at the time I have taken for comparison.

Strip down two motors, one of each period, and it will soon become apparent where the improvement has come from. All the reciprocating parts in the modern motor are lighter. Aluminium alloy pistons are more generally used. Crank-shafts are much stiffer than they were, and this alone has a very marked influence on engine speed, and therefore power output. Much has been learnt about cam profiles, and a hundred and one other things which, in the sum, have had an enormous influence on automobile engineering, and have helped to make the present-day motor-car the undoubtedly wonderful vehicle it is.

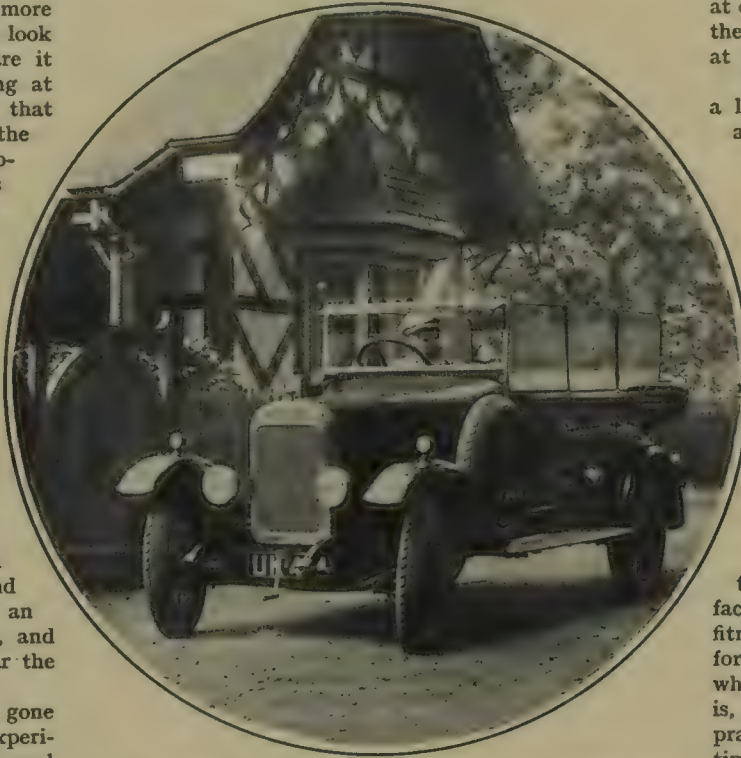
Hand-in-hand with engine improvement has gone the development of the whole car. By careful experiment and study, by the judicious use of ball and roller bearings, transmission losses have been reduced to what is possibly the absolute minimum. The development of light steel alloys has allowed the designer to cut down chassis weight, while retaining an ample factor of safety, to a remarkable extent, and, in the light of present knowledge, it seems difficult to say where and how any further improvement can be looked for.

The question almost naturally occurs: How is it possible for all this improvement to have taken place in so short a time, the more so as we had looked upon the car of 1914 as something very nearly approaching perfection? The answer, I think, is that very much was learnt during the war of the possibility of obtaining huge power outputs from comparatively small engine dimensions. The ceaseless struggle for the domination of the air, which turned upon the production of very fast aircraft in large numbers, led ultimately to the production of aero-engines which were marvels of engineering skill, and gave phenomenal power for next to no weight at all, relatively speaking.

Inevitably the lessons learnt had their influence on motor-car design; yet it was a case of hastening slowly, because of the difficulty of discovering just which of the lessons could be applied to the car and which were best discarded. Immediately after the war we had a whole crop of designs

MECHANICAL TENDENCIES OF THE DAY.

which were highly indicative of the influence of aero-engine practice, but in the result it was seen that many of the lessons had been misapplied, and ultimately the enthusiasts who had rushed in with



AN ENTIRELY NEW MODEL: THE 13-H.P. CLYNO.

such designs went out of the business. Some of the best of our constructors, and those of the Continent, put some of the lessons referred to into racing cars, and tried out their theories on the roads and in the classic races of France and Italy. The

high revolution speeds is whip of the crank-shaft. So racing engines appeared in which the crank-shaft of a small 1500 c.c. motor looked like that of a locomotive. Speeds went up to over 4000 per minute, to 5000, and now we sometimes see engines turning at perilously near to 6000 revolutions per minute, and, what is more important, the power curve going steadily up to peak at somewhere near maximum revolutions. To-day it is quite common to have "sports" motors, as sold to the casual buyer, turning at over 4000 revolutions. This is indeed a far cry from the days in which we regarded a motor which turned at over 1000 revolutions as a "high-speed motor."

The speeding up of engines in this way has drawn a lot of attention to the necessity for ensuring by artificial means an adequate supply of explosive mixture to the cylinders. Obviously, at modern engine speeds there must be partial starvation when suction alone is depended upon to supply mixture from carburettor to engine. This patent necessity has caused much attention to be paid to some auxiliary means of pushing, or, alternatively, pulling, a full charge of mixture into each cylinder in the almost incredibly short space of time connoted by something between 2500 and 3000 separate inductions in each cylinder per minute. This has led to the use of a supercharging device, which usually takes the form of a blower or fan, and for which an addition to the power output of the motor is claimed which may in some cases be as high as 33 per cent. So far, with the notable exception of a well-known German firm, no manufacturer has adopted the supercharger as a standard fitment. Nor do I think we shall see it in favour for some time to come. It adds cost to production, which is undesirable in the case of a fitment which is, after all, not a proved necessity for touring practice. It complicates the car, and that at a time when simplification is the end for which all are striving. Furthermore, it is rather questionable if we are not getting all the efficiency we have a right to expect in so far as the touring car is concerned, and, though I am all for progress, I am a little inclined, in this instance, to favour leaving well alone, and trying to develop more along the beaten path. Of course, the time will come—and before

long—when we shall have to call a halt and confess that no more can be done along that path, and then, if the public demands it, possibly the supercharger will come. But I do not believe the motorist wants to be bothered with added complications such as this, and I therefore hold to the belief that it will be a very long time before supercharging becomes standard practice.

Another direction in which vast strides have been made is in the braking of the car. Five years ago there was not a car being made which was braked on all four wheels. Before the war a good deal of experimental work had been done in this country, and at least three makers had



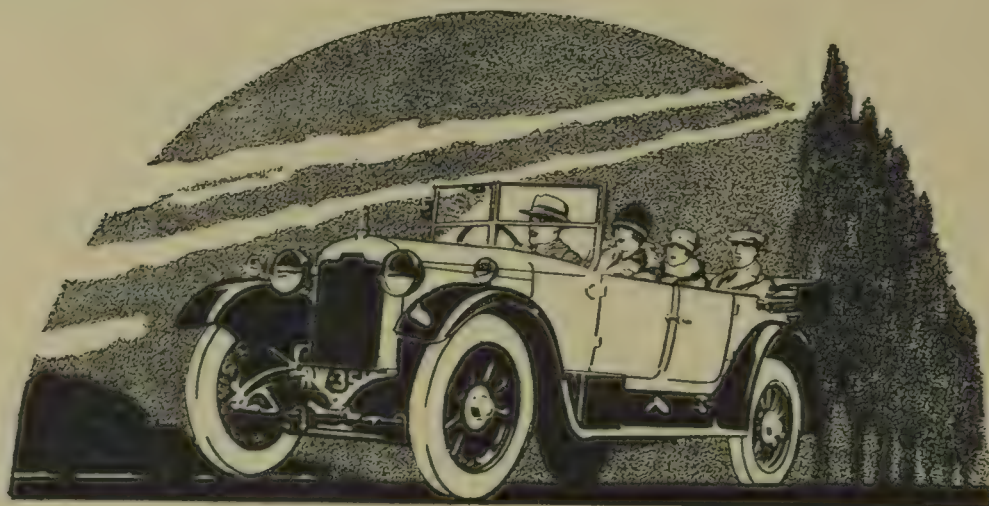
AN ARISTOCRAT OF THE ROAD: A 21-H.P. SIX-CYLINDER LANCHESTER SIX-SEAT ENCLOSED-DRIVE LIMOUSINE.

present type of racing motor, with its two overhead cam-shafts, big valves, with something approximating to the ideal straight passage for induction and exhaust, was evolved. It was discovered—or, rather, proved out, for the theory is as old as engineering practice—that one of the principal causes militating against

standardised four-wheel brakes. Only one of these experiments was moderately successful, and, very unfortunately, this partially successful concern went out of the business. It was out of the design then evolved by M. Perrot that the modern systems developed. It is a little remarkable that, although

ROVER SET THE FASHION TO THE WORLD

The 14/45 h.p.
ROVER
*"Sweet running
 as a perfect 'Six'"*



*Sturdy as an
 old sea-rover*

If you want your new car to combine the Smoothness and Silence of a powerful six-cylinder, with the running cost of a medium powered "four" you should visit the Motor Show and inspect **STAND N° 107** (In Main Hall near junction with New Hall.) Here you will find the 14/45 h.p. Rover — the "four" that runs like a perfect "six"; that has been brought by ceaseless research and experiment to a wonderful degree of perfection. 1926 will be a Rover year — you will understand why if you will examine and try the car that made 50 consecutive climbs of Bulch-y-Groes

Four-cylinder overhead valve engine, pressure lubrication to every bearing. Automatic lubrication of clutch and gearbox. R.A.C. rating 13.9 h.p.—power developed over 45 h.p. Four speeds. Four wheel brakes with unique anti-skidding device. Adjustable driving seat. Very roomy body luxuriously upholstered and perfectly sprung. Lavish equipment and superb finish. Models: 2/3-Seater, £550; 5-Seater, £560; Coupe, £660; Saloon (Weymann Type), £660; Saloon (coachbuilt), £760.

ROVER

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ROVER IS BRITISH ALL THROUGH

these experiments were practically confined to this country, the post-war development should have come from the Continent. Our own constructors certainly have lagged behind in this direction, but, as has happened before in the motor industry, they have taken full advantage of the experience of the rest, and to-day the best and most efficient braking systems are employed on British cars. The present Show demonstrates what strides have been made. There is not a British or European car of any repute in which four-wheel braking is not either a standard part of the design or where it is not quoted as available at a slight extra cost. There are few American cars, either, to which the same remark does not apply. One curious fact emerges in this connection. Not a single British maker has so far fallen to the attractions of hydraulic or vacuum brake operation. Quite a number of Americans favour the former, while one or two famous Continental constructors have adopted the vacuum system. On the whole, I think in this case it is safest to preserve an open mind until both these systems have been proved out in lengthy experience in the hands of car-owners. I have tried all the systems, and must say I prefer most of them to the mechanical method, either with or without the Servo mechanism; but

friction-disc type of drive. It cannot be conservatism pure and simple that deters makers from adopting these transmission types. As a fact, the first is even more expensive to make than the conventional gearbox, given equally good quality of material and work-

Mechanically speaking, taking everything into consideration, I think it may be accepted that, although we are seeing very greatly improved cars at Olympia, improvement has been conventional, and therefore gradual rather than sensational.

In so far as concerns coachwork generally, I see no real change. It may be that the fabric body of the Weyman type is gaining a little ground—I am surprised at its slow progress in popular favour—but beyond that I cannot discern any development. The two-seater coupé is dropping out of favour. At the best it was a compromise, and to my mind it has no points of merit when compared with the more popular saloon. However, the visitor to Olympia will be able to make his own comparisons and draw his own conclusions.

Now let us turn our attention to some of the more interesting of the exhibits, on which some special notes are here appended.



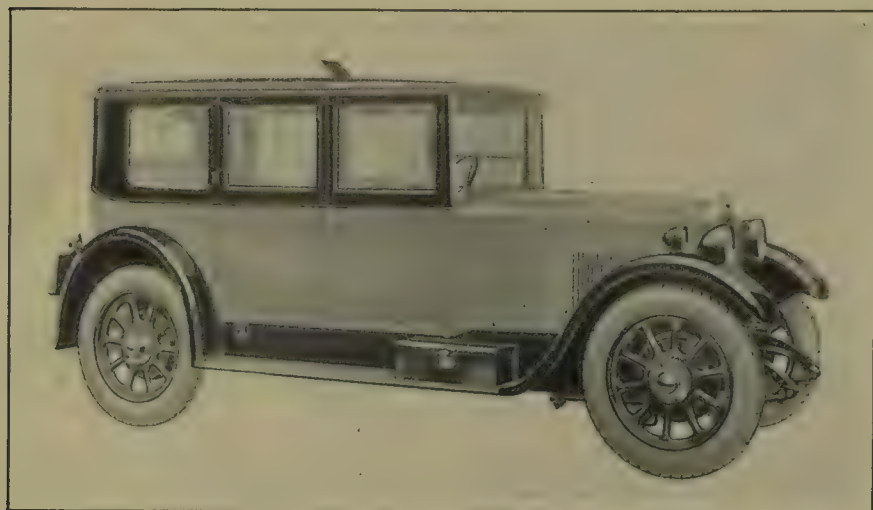
PRICED AT £285: A 12-22-H.P. FOUR-SPEED LEA FRANCIS FOUR-SEATER.

manship, while its advantages are probably not so great as to outweigh the drawbacks of weight and cost. So we see Lanchester at the one end and Ford at the other still remaining faithful to the epicyclic gear, but leading after them no new disciples. Friction-drive is in the same position of

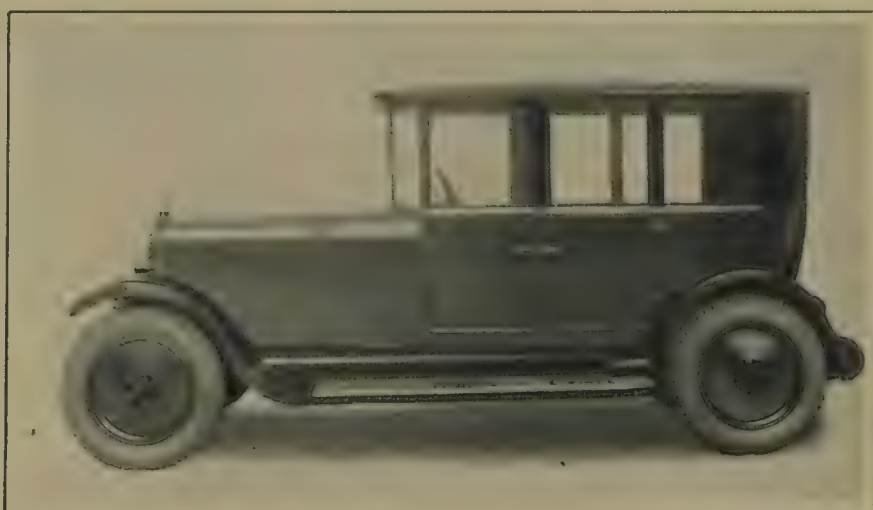
AROUND THE STANDS.

Crossley
(Stand No. 139).

I always find a great deal to interest me in the Crossley exhibit, and this year is by no means a disappointing one, for this famous firm is showing



PRICED AT £660: A 14-45-H.P. 1926 MODEL ROVER SALOON (WEYMAN TYPE).



PRICED AT £600: A 16-H.P. B.S.A. SALOON SHOWN AT THE MOTOR EXHIBITION.

there is always the lurking knowledge that there are inherent disabilities which may make themselves known at any time. They may be all they seem, but I should like to hear the experiences of owners who have had cars so equipped in use for, say, two or three years.

Another direction in which design seems to be trending is the greater use of the four-speed gear-box in substitution for the one affording but three. This is most marked in the case of makers of cars in the low- and medium-powered classes. There is no getting away from the fact that the modern fast-running motor, which depends for its power on the keeping up of revolutions, requires a greater elasticity of gear ratios than will serve the bigger, woollier motor of yesterday. These small engines, while they are very flexible for their size, want as many ratios as can be squeezed into the box, if they are really to give their best road performance. Of course, cost is a deterrent in the case of the very lowest-priced cars, but in a great many cases of cars costing above the minimum the four-speed box is taking the place of the three.

In this connection there seems to be no disposition to develop either the epicyclic gear or the

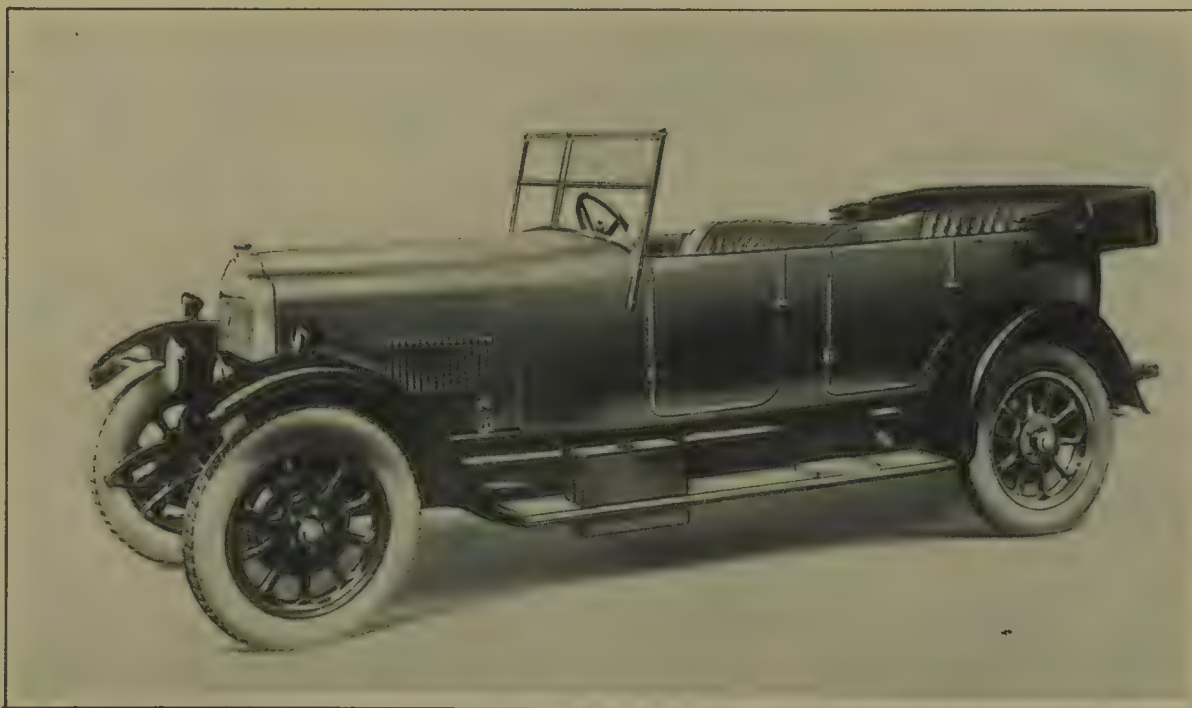
having made no new converts, so I think it is safe to say that convention is settled once and for all until something quite new, and at present unheard of, comes along to upset all our ideas and calculations. There is a third method of power transmission which may be referred to in passing, as having receded into the background. I refer to the

an entirely new model, in the shape of a six-cylinder car of 17.7-h.p. rating. This is, of course, an additional model, for the firm is still continuing the 14-h.p. and the 19.6-h.p. cars which have done so much to enhance its reputation of recent years. These two cars have been greatly improved in detail since last year, and now afford a better performance than ever, as I know

from road experience with the various types of each. The new "six" I have not sampled yet, but its design and general appearance lead me to anticipate something even better than Crossleys have ever turned out in their long history as motor manufacturers. They certainly ought to do big business with this new model, which is one of the evidences of the tendency that exists towards multiplication of cylinders in cars of relatively low horsepower rating. The Crossley stand should be placed high up on the list of those that must be visited during the week of the Show.

Swift (Stand No. 149).

The Swift exhibit is an example of the tendency of the British manufacturer to go in for cars of



PRICED AT £495: A 16-50-H.P. CALCOTT FOUR-FIVE SEATER, AN OPEN TOURING CAR WITH ADJUSTABLE HOOD.

magnetic method, of which the Owen and the Crown were exponents. This is seldom heard of nowadays, although it seemed promising at its introduction.

rather more ambitious type than the 10.4 and 11.9 ratings which have had such a run of popular favour. They have a new model in the shape of a car of 12.8 rating, which is classed as 12-35-h.p., though the

Play the Game!

A thought for Olympia

Remember this when you go to Olympia. If the car you buy there is not British, you are simply giving foreign workmen employment that should go to your own kith and kin. You are also helping to perpetuate your own heavy burden of taxation. Buy a British Car—unsurpassed in all the world for quality, economy and durability.

Own a BRITISH CAR

A British Car is a car made entirely in the
British Isles, of British-made parts
and fitted with British-made
tyres and accessories.

BRITISH CARS FOR BRITISH FOLK

10-h.p. Swift is still retained for the benefit of those whose aspirations go no higher than a car of this power class. Swifts are undoubtedly right in this policy of the larger car, for reasons I have given in my introductory notes, and which I have more than once expressed in these pages. I like the new car immensely. There is nothing unconventional about it—just a well-designed, conscientiously constructed car, as, indeed, Swifts always have been since ever I knew the make. And that experience runs back to the dark ages of motoring, for the Swift Company was one of the pioneers of the industry in this country. My advice to those interested in cars of this rating is to see these two Swift models before making a decision.

Rover
(Stand No. 107). When the new 14-45-h.p. Rover was introduced last year I ventured to say in criticism that it seemed to me to be a car of great merit, containing several daring innovations which were undoubtedly sound both in theory and in practice, but which would possibly be found to be bad selling points. The British motorist is a conservative person, and hates the unconventional, until long experience has satisfied him that it is good. Then he will take it, but until then he is the most difficult person on earth to persuade. For these reasons I am glad to see that the Rover Company has altered the details of this unquestionably fine car, so that, while it retains all its good points, the apparent unconventionalities have disappeared. Let me make it clear that none of these unconventional details were against the car. On the contrary, they were good; but, as I have said, it is not easy to sell to the British public the thing which "looks different." I like this improved 14-45 very much indeed, and if it does not do a lot to enhance the Rover reputation I am a false prophet. The popular little 9-20 Rover is continued in an improved

engines for over ten years; there are now over 180,000 of these in use throughout the world, and the output of the factory is greater than that of all other manufacturers of sleeve-valve engines combined. With this experience to draw upon, it is only to be expected that the Willys Knight engineers have produced a six-cylinder sleeve-valve engine of great interest. Everything that could contribute to smooth running and road performance has been done. A seven-bearing crank-shaft, an oil rectifier, a thermostat to control the cooling, an air filter fitted to the carburettor, two exhaust ports in the sleeve instead of one; all these improvements enable the Willys Knight "six" to surpass even its predecessors in smooth, vibrationless power. The chassis is an excellent example of maximum strength obtained without excessive weight, and great care has been taken to ensure perfect balance, so that the Willys Knight "six" rounds sharp corners, or holds 70 m.p.h. on straight stretches without a semblance of the side-sway or weaving that one is

apt to feel in less carefully designed cars. Fully compensated front-wheel brakes of Willys Knight design are fitted.

Allied with excellent performance, the Willys Knight has coachwork of genuine distinction. The saloon model is on the latest approved European lines, and is finished in two contrasting shades of grey lined with red.

The lines and finish of the

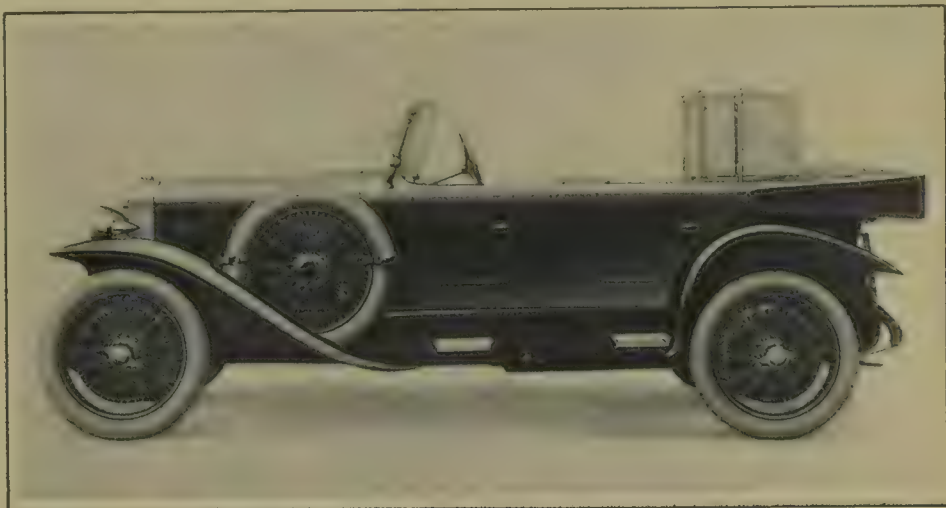
touring car and the two-three-seater roadster are as attractive as that of the saloon model; in their case, however, the upholstery is of genuine hand-buffed leather.

Citroën
(Stand No. 29).

No daring innovation has been introduced, for the simple reason that the existing models have proved so eminently popular during the past year. The increase of the number of Citroëns on the road during the past twelve months has been remarked on by all motorists and is one of the features of the year's motoring in Britain. The 11.4-h.p. cars are, however, offered at considerably lower prices than ever before, and

mechanical efficiency is improved in the new models by means of aluminium pistons, bigger and better brakes, crank-shaft of larger diameter, and improved steering. The 11.4-h.p. English body four-seater, as exhibited, costs but £220, and is one of the most comfortable cars, and certainly the

best-equipped, of its class. The all-steel, four-door, four-seater saloon is now being produced in large quantities, which explains the remarkable reduction in price from £280 to £245. At the latter figure it will become a vogue during the coming winter, and all intending "saloonists" should see it on the stand.



FITTED WITH A SEMI-SPORTS TOURING BODY: A 40-H.P. SIX-CYLINDER FIAT (MODEL 519) SOLD COMPLETE FOR £907.

An entirely new three-seater coupé, with all passengers protected under the folding head, is offered at £275. It has a V-shaped wind-screen, luxurious upholstery, fittings and equipment, and two doors, with tasteful inlaid woodwork. This is pre-eminently a lady's car.

The famous 7.5-h.p. models, as exhibited, still retain their position as the most inexpensive small cars on the market, which are built precisely on the lines of big cars, with electric lighting and starting, water-cooled four-cylinder engine, differential, five "comfort" wheels and tyres, speedometer, wind-screen wiper, driving mirror, license-holder, etc.

Durant Motors
(Stand No. 56).

The most interesting model that Durant Motors are exhibiting at Olympia this year is the Locomobile Junior "eight," a rather startling new edition of a very famous car, that, for some reason or other—mostly its hitherto prohibitive price—is known more by its reputation than by its appearance in this country. The Locomobile has, for many years, been one of the highest priced cars of the world; yet the new Junior "eight" is coming out about the figure of a mass-produced six-cylinder: £620 for a very sporting touring, and £750 for a luxurious saloon, are the prices. More than that, the economy extends to the rating, which is only 25.3-h.p. The engine is unusually good to look at, being clean in its layout. It is claimed to be the smoothest "eight" ever produced, and the arrangement of the firing-order, the method of counterbalancing the crank-shaft, together with the use of a Lanchester vibration damper, gives much point to the claim. An unusual feature is the elimination of the spring shackles by rubber shock insulators, which prevent squeaks and rattles, and require no lubrication. The four-wheel brakes are of the Perrot type using the Servo principle, and are simple and straightforward. The Locomobile Junior "eight" is undoubtedly one of the



THE WORLD-FAMOUS LANCIA "LAMBDA": A 14-60-H.P. (R.A.C. 13.9) CAR WITH A SMART SALOON BODY.

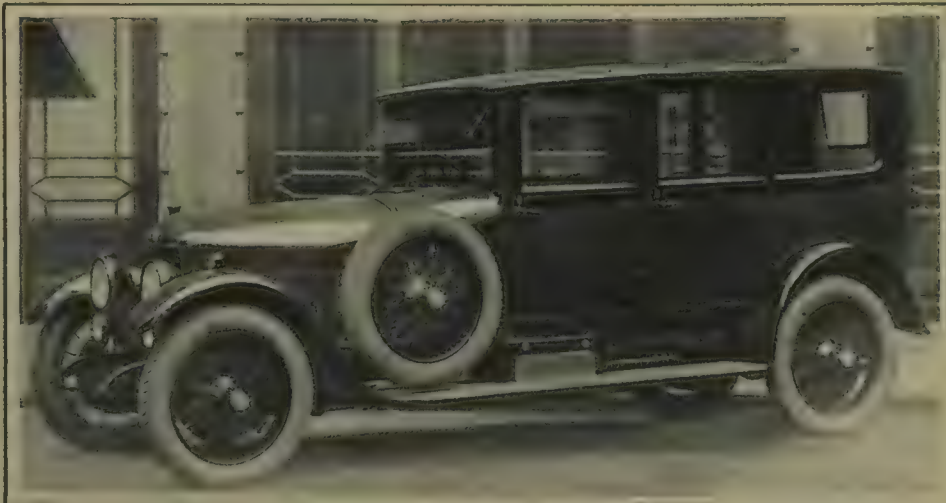
form. A new type called the "Super" is now listed, which has a wider frame, longer wheel-base, and more roomy body than the standard model. Of all the small cars in the Rover list I like best the Super saloon, which, with its light Weyman body and good lines, seems to be just the all-round car that motorists of moderate requirements have been looking for. Not only does it make a nice little carriage for town use, but it is capable of quite fast touring. It is comfortable to a degree, and has much more accommodation than one usually associates with cars of the "small" class. The Rover exhibit is a notable one, and I doubt not most people who visit the Show will make a point of seeing it.

Austin
(Stand No. 211).

The Austin Company is one of those that, with a limited range of models, caters for every requirement of the motorist, and he who cannot make a choice among them is difficult to please. For those of modest purse there is the little "Seven." Going higher in the scale, there is the "Twelve," a very able and workmanlike car which will fill the requirements of what I will call the middle class of motoring. Then there is the well-known "Twenty," a car of sterling merit and established popularity—a car that will go anywhere and do anything. The two larger models are shown equipped with all types of coachwork, from the open touring car to the saloon. As specimens of standard coachwork, they are hard to beat in either of their expressions. A notable exhibit, the Austin.

Willys Overland Crossley
(Stand No. 150).

In view of the public attention which has recently been aroused in sleeve-valve engines for motor-cars, the arrival of a six-cylinder Willys Knight is of particular interest. It is not generally realised that the manufacturers of the Willys Knight have been producing sleeve-valve



ANOTHER CAR OF GREAT REPUTATION AND DISTINCTION: A 30-H.P. MINERVA SALOON, FITTED WITH DUNLOP CORD TYRES.

best exhibits to be seen at the exhibition. The Flint "six" is also on view, but, as improvements and additions to the line have already been made this year, no material change is made in any of the models for the Show. The Flint "super-six" is by now well known in this country, and its



A fine old
name and a
fine new car

FOR more than twenty-one years Oldsmobile has been building good motor-cars, each one better than its predecessor. Now, at the Motor Show, will be seen the best Oldsmobile of all time, a six-cylinder car in the first flight of excellence, and at a price that would be modest for an ordinary "four."

You can now have the advantages of six-cylinder performance—better acceleration, smoother running at all speeds, greater flexibility—at a price which has never before been attained in a car of such quality. In addition, long graceful lines, handsome two-tone colour combinations and big balloon tyres make Oldsmobile a car of outstanding handsomeness and beauty.

You know the advantages of a "Six"; now see the advantages of the Oldsmobile "Six." Thirty minutes will make you an Oldsmobile enthusiast.

Tourer . . . £299

Coach . . . £335

See the Oldsmobile at the Show
STAND No. 141.

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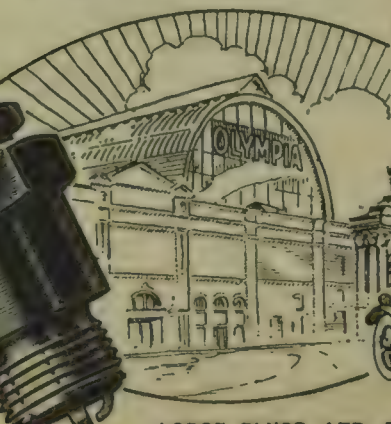
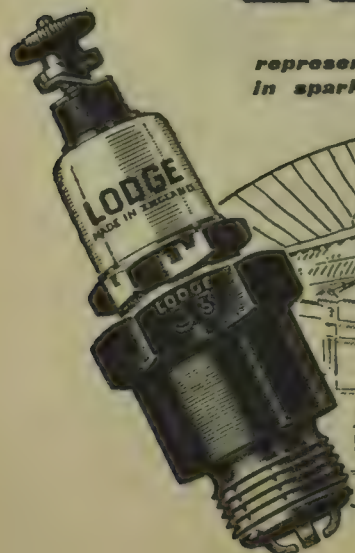
Oldsmobile



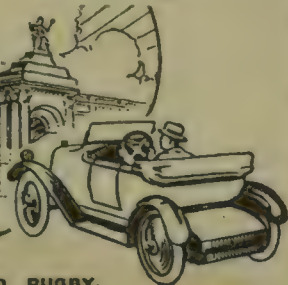
Beauty - Performance - Price. Not one.~ But All Three!

LODGE
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in sparking plug design



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and on the leading
makes of Cars in
the Show.



LODGE PLUGS, LTD. RUGBY.

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IMPROVED COACHWORK, ADDITIONAL
EQUIPMENT and REDUCED PRICES
for 1926

Lower-priced cars make no approach whatever to Bayliss Thomas excellence: and as for more expensive ones, you'll wonder what can justify their extra cost.

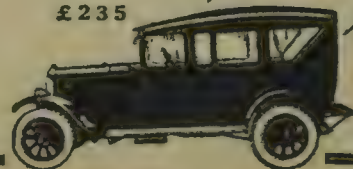
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Proprietors: THE EXCELSIOR
MOTOR CO., LTD., Tyseley,
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144 Great Portland Street, W.1.

See the
Bayliss Thomas
at Olympia.

Stand No.

41

10/22 h.p.
Touring
4-Seater
£235



performance has given unbounded satisfaction to owners. The Flint engine has built for itself a very high reputation for smoothness and unusually good flexibility even for a "six." Both touring model (£450) and saloon (£650) have good lines and coachwork, and are to be well commended.

Morris Cars (Stand No. 184).

By a chance of the ballot, the two best-known English cars, Morris and Rolls-Royce, occupy adjacent stands at this year's Motor Show. The quiet dignity that has always characterised the Rolls-Royce exhibit is shown up in contrast by the surging crowd which throngs around the stand of Morris Motors, Ltd. The new prices at which Morris cars are offered have had the result of even more interest than is usual being centred on them this year, and the value represented is all the more remarkable when it is realised that their prices include a full year's insurance. The cars shown are all fitted with four-wheel brakes, this being the first time Morris-Cowley cars have been exhibited with these fittings. Particular attention should be given to the enclosed cars shown, the Morris-Cowley and Morris Oxford saloons. The Morris-Cowley saloon has two doors, both fitted on the offside, while the more expensive model has a four-door, six-window body.

In the centre of the stand, the popular Morris-Cowley two-seater is shown on a raised dais to allow of a close inspection. The features that call for comment are the new day and night reading thermometer (Calometer), which is fitted to all Morris cars this year, and the Barker head-lamp dipping device, which is standard on all Morris-Oxford models. The Morris-Oxford saloon is shown in brown—a colour which this year has been added to the choice of body colours, and the interior equipment of this car is particularly attractive, the upholstery being in Bedford cord, while such desirable items as a rug-rail, roller window-blinds, etc., are included at the catalogue price.

For those who are interested in technical exhibits, a completely sectioned Morris engine is shown separately from the cars, and attracts a great deal of attention. It gives earnest of the very fine workmanship that this pre-eminent British concern puts into its cars.

Ansaldo Co. (Stand No. 49). The Ansaldo Co. makes five chassis—three four-cylinder chassis and two six-cylinder chassis. All chassis are fitted with patent Ansaldo four-wheel compensating brakes, which give smooth action, and

yet have the power to pull up a car in the shortest distance, with the minimum risk of skidding.

The four-cylinder high efficiency engine is cast monobloc, and engine, clutch, and gear-box are erected in a single unit. The noteworthy features of this unit are the inclined overhead valves, the domed

of the fully-enclosed expanding-shoe type. The front-wheel brake assembly is interesting, the operating arms being carried in a tube forged integrally with the front axle. Adjustment is easy and accessible, the regulating hand-wheels being of large diameter and as easy of access as the starting-handle. The adjustment on the hand-brake protrudes through the floorboards alongside of the brake lever.

The details of the engine, transmission, and brakes in the "six" are exactly the same as for the four-cylinder chassis, except that battery ignition with Marelli distribution is fitted in place of the magneto.

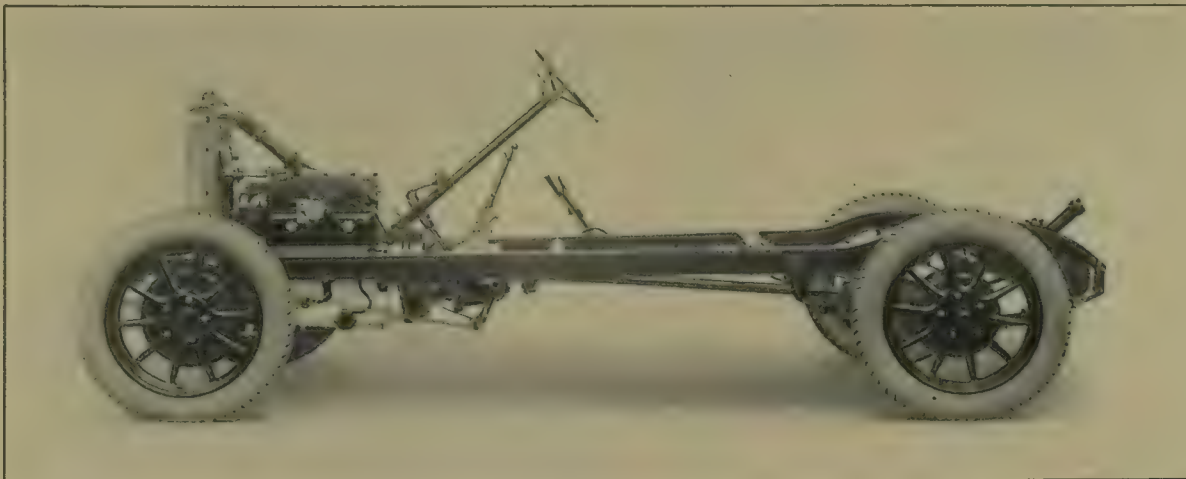
Dunlop (Stand No. 504).

The Dunlop exhibits this year include high-pressure cord tyres in beaded edge and straight-sided types, the Dunlop balloon tyre to fit existing rims,

and the balloon tyre of the wired type for Dunlop well-base rims. Another interesting tyre is the Warwick—a tyre manufactured throughout at Fort Dunlop, and introduced to provide a "quality" British cover at the low selling price of 45s. Users of 30 by 3½ tyres have here a cover with an efficient non-skid tread design, and the capacity for hard service. The method of fitting and removing the wired type of tyre is demonstrated by experts on the stand, and motorists may obtain assistance from these experts in connection with any tyre and wheel equipment problems. In addition to tyres, there is a full range of wheels, including wire, steel, artillery, and disc types. Dunlop accessories, including the new jack and foot-pump for use with balloon tyres, are also exhibited.

Clyno (Stand No. 99). No make of car has come so much into power during the past two years as the Clyno. This is due to the fact that its makers have steadily persevered toward the goal of maximum value for money, always keeping in

view quality of production rather than low cost. The several models have been much improved in detail. For instance, a new front axle capable of dealing with the stresses set up by four-wheel brakes has been substituted for the old one. The frame has been altered for the better, suspension has been improved, and four-wheel brakes standardised. Further, the coachwork is now better than ever. The prices of the 11-h.p. Clyno range from £162 10s. for the two-seater, with rear-wheel braking only, to £265 for the four-door saloon with four-wheel brakes. All Clyno cars are supplied



THE NEW 14-H.P. HILLMAN CHASSIS: A WELL-DESIGNED AND EFFICIENT EXAMPLE OF MOTOR MECHANISM.

cylinder head, and the overhead cam-shaft. The engine unit is supported at three points, one on the front cross-member, and on two steel brackets situated between the flanges of the side members. This form of suspension insulates the engine from the frame-



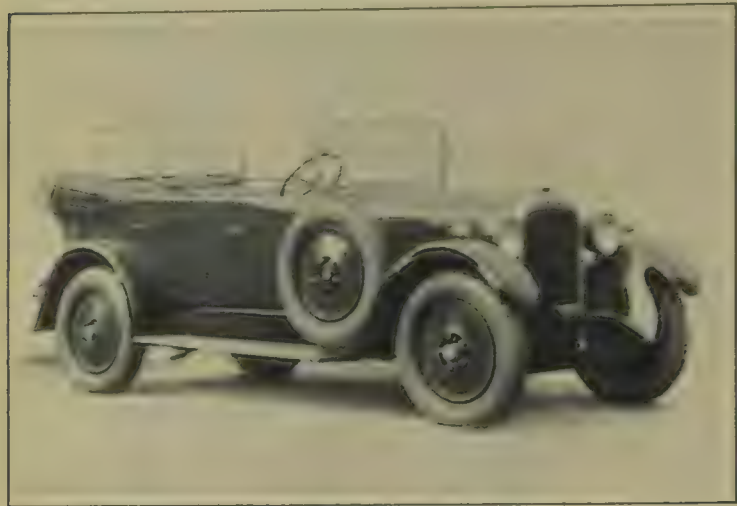
A FAMOUS MAKE OF BRITISH CAR: THE 14-28-H.P. MORRIS-OXFORD SALOON, PRICED AT £350.

distortion caused by road shocks. The clutch is of the single disc type working dry, is very smooth in action, and is practically indestructible. Zenith carburettor and Marelli magneto are standard, and the electric light and starting are also by Marelli. The brakes are compensated throughout, and are



SPECIALLY DESIGNED AND BUILT FOR THE QUEEN OF SPAIN: A DAIMLER "THIRTY" LIMOUSINE WITH COACHWORK BY MESSRS. HOOPER AND CO., AND FITTED THROUGHOUT WITH TRIPLEX GLASS.

with a very full equipment, and it is true to say that when you take delivery there is no more money to spend, unless you are a crank on "gadgets." Everything necessary is already on the car. The



FITTED WITH AN ENGLISH BODY AND PRICED AT £355:
A DODGE BROTHERS TOURING CAR.

exhibit ought to appeal to those who want to select something which is low in cost, real value for its price, and economical in running cost.

Wolseley (Stand No. 138). No matter what his price limit may be—high or low—the prospective buyer will be able to find something to suit him on the Wolseley list. Five cars are shown on the Wolseley Company's stand. These are two cars of the 11-22-h.p. type—a four-seater and a two-seater with four-wheel brakes; two of the 16-35-h.p. models—a touring car and a light saloon; and the 24-55-h.p. saloon-limousine. This last is a luxury car of the most modern type, in which every refinement is incorporated. It is beautifully finished and finely upholstered. The front seats are cut off by a partition which can be raised or lowered at will, which is a very desirable

feature in a car of this type. Probably the most improved of the Wolseley models is the 16-35-h.p. chassis, in which a four-speed gear-box has been substituted for the three-speed type, and the cone-clutch hitherto used is replaced by a single plate clutch of the most modern design. The engine is better balanced and smoother running, while important modifications have been made in the brake-operating gear.

Calcott (Stand No. 105). Details of the new Calcott models have not reached me as yet, but this exhibit is one that I should single out as to be listed among those which must be seen. My reason for this is that the Calcott firm is among those who are trending towards the six-cylinder type of motor, in which, I think, they are right. While retaining the 10-15-h.p. and the 12-24-h.p. types, both with four-cylinder motors, they are showing for the first time an entirely new car in the shape of a 16-50-h.p. six-cylinder model. As noted, I have not yet seen this model, nor is the specification available at the moment of writing, but from what I know of the Calcott products, I certainly recommend those interested in the small "six" to see this new car.

Anglo-American Oil Company (Stand No. 299). Amongst the more interesting exhibits at the Motor Show this year, outside the stands of the car-manufacturers, is that of the Anglo-American Oil Company, the distributors of the popular Pratt's Motor Spirit. The first thing that strikes one's eye is the familiar Golden

Pump—so often a welcome sight on other landscapes. One or two interesting features about this pump are worth mentioning. First, it is an exceptionally accurate measure. Both the one-gallon and five-gallon models can be relied upon implicitly to deliver the exact amount of spirit wanted. These pumps can be purchased by garage owners and others whose business involves constant filling up. And on all pumps that are filled, sealed, and watched by the Anglo-American Oil Company, a guarantee is prominently displayed, which safeguards the public against inferior spirit being supplied.

Lodge Plugs (Stand No. 434). Apart from the developments which are continually taking place in regard to special racing type plugs, the Lodge range of plugs remains substantially the same, although, naturally, the various



A CAR OF HANDSOME APPEARANCE: AN ISOTTA FRASCHINI
COUPÉ DE VILLE AT OLYMPIA.

models are constantly being improved in those details of design and finish which are so essential to efficient and reliable service, and which stamp a plug or any other article as of the highest grade. The Lodge

[Continued overleaf.]

Crossley

STAND NO. 139

THE Crossley range for 1926 includes the famous 14 h.p., 19.6 h.p., and 20/70 h.p. models.

New models, of outstanding interest, are:

THE 14 H.P. CROSSLEY COACH

and the

NEW CROSSLEY SIX

WITH OVERHEAD VALVES

Full details of all models on application to STAND NO. 139



14 H.P. Touring Car £395

EXHIBITS

14 h.p.

DEFINITELY accepted as the highest value in medium-powered cars. Completely equipped.

Touring Car

£395

including four-wheel brakes

Saloon .. £550 Landalette .. £570
THE NEW COACH £455

19.6 h.p.

RECOGNISED as the finest 4-cylinder car in the world. The car which broke all R.A.C. Certified Trial Car Mileage Records.

From £785

including four-wheel brakes

A NEW SIX

A NEW 18/50 h.p. six-cylinder model with overhead valves is exhibited in chassis form. This new model will cause a sensation in motoring circles. It has a range of from 3 to over 60 m.p.h. on top gear with perfect silence and absence of vibration, and a speed and acceleration unequalled by any other car of its capacity. Inspect the chassis and note its extraordinary strength.

Touring Car £675

CROSSLEY MOTORS LIMITED, MANCHESTER, and
40-41 Conduit Street - - LONDON, W.1

16/55

Chassis - £490
Open Car - 650
Saloon - 715

BE SURE YOU SEE

20/70

Open Car from £825
Saloon „ 885
Landaulette „ 1150

THE NEW DAIMLERS AT OLYMPIA

25/85

Chassis £725

THE
Daimler

CO., LTD., COVENTRY

35/120

Chassis £1100

H.E. 432



**Freak Cars give
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no indication of the performance of production models. Standard cars give a standard of performance by which you can truly judge their merits. Lea Francis build no freak cars. The astounding list of successes to their credit this season has been compiled by cars identical with those you can examine on our stand or in the hands of our agents.

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Calthorpe 12.20 h.p. Standard

An Ideal Touring Car

Calthorpe

At OLYMPIA - STAND 31

This is an ideal touring car—roomy, dependable, reasonable in cost, most comfortable, and very lenient on petrol. Consider this 12.20 Standard Calthorpe—a 4-cylinder engine that will develop up to 55 m.p.h., average 35/39 m.p.g. petrol and 1,250 m.p.g. oil. Four-speed gear box, right-hand change, coachwork that is a joy to behold, 3 doors, adjustable bucket seats in front, Real Leather upholstery, Double adjustable wind-screen, Elaborate and highly efficient all-weather equipment, 5 steel-spoked wheels with Dunlop Balloon tyres, Electric Lighting and Starting, Electric Horn, Clock, Speedometer, Luggage Grid, Spring Gaiters, &c., &c. Little wonder the "Sunday Times" said of this Calthorpe Model, "For £295 complete, I think the 12.20 h.p. Calthorpe represents a most attractive proposition."

Full Calthorpe Catalogue
gladly sent on
request.

Price £295 complete.

Distributors for London and
25 miles radius:
MEBES & MEBES,
144 Gl. Portland St., W.1.

CALTHORPE MOTOR CO., Ltd., Cherrywood Rd., Birmingham.

range, of course, comprises their well-known standard model; their latest sports model for the high-efficiency fast turning engine; models with American threads to suit all the various American engines; and the Lodge priming plug, which is such a boon to the private owner of the car the starting of which, either due to perverseness of its own engine or to the climatic conditions prevailing in the garage, proves to be a difficult matter during the cold weather. To such, an inspection of the Lodge priming plug alone will more than repay a visit to the Lodge stand.

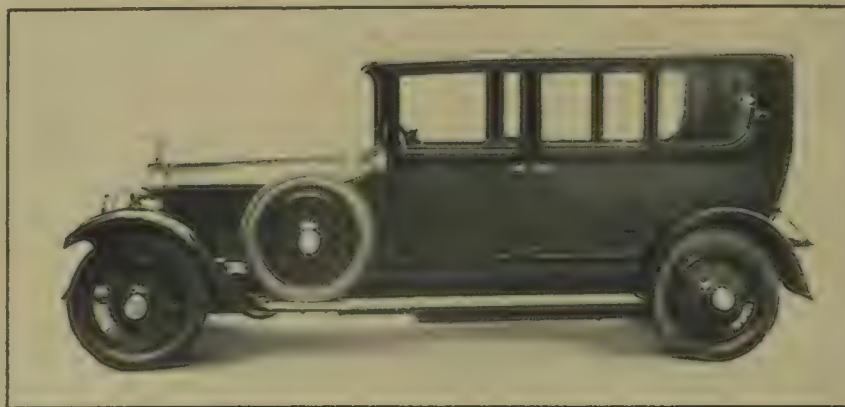
Standard Motors (Stand No. 106). Apart from modifications in the steering and front brakes of the 14-h.p. model, the fitting of

front-wheel brakes to all 14-h.p. cars, and a higher radiator on the 11-h.p. chassis, no mechanical variations of importance from the 1925 models of Standard cars have been found necessary. But some remarkable developments have occurred in all bodywork, apart from that of the popular 11-h.p. Piccadilly saloon. The most notable of these developments is the new all-weather five-seated body of the 14-h.p. Standard, to be known as the "Stratford" model, superseding the "Warwick" ordinary and special. This has four drop windows consisting of aluminium-framed celluloid panels capable of being set at any

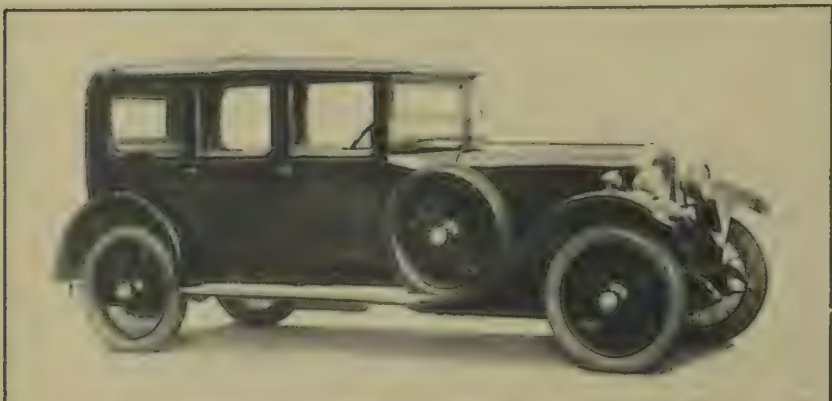
but locked in any position by a thumb-nut. The mechanical regulators are of the type applied to the Standard saloons. When the hood is raised, the windows abut firmly at the top against a continuous cant-rail, excluding all draughts; hinged and grooved pillars, of a light but stiff metal construction, separate the individual lights. With the hood folded, the windows can be raised to afford protection from side winds. The "Canley" and "Coleshill" two-seaters, and the corresponding 1925 four-seaters, "Kenilworth" and "Kineton," are superseded by entirely new models, to be known as the "Coventry" and "Knowle." In both cases, the height of the body sides above the seats has been appreciably increased, being in accord with the higher radiator and bonnet in that respect.

Buick
(Stand No. 38).

Built in Canada, the "British Empire" Buick has started a new era of motoring pleasure. No such advancement has ever before been achieved.



A KING OF CARS: THE 40-50-H.P. ROLLS-ROYCE "NEW PHANTOM" CHASSIS, WITH ENCLOSED-DRIVE LIMOUSINE BODY BY BARKERS.



A CAR OF DISTINCTION: THE TALBOT 18-55-H.P. SALOON LIMOUSINE.

height by mechanical winders or regulators, or lowered completely out of sight within the doors, and two rear, or quarter, lights of similar construction,

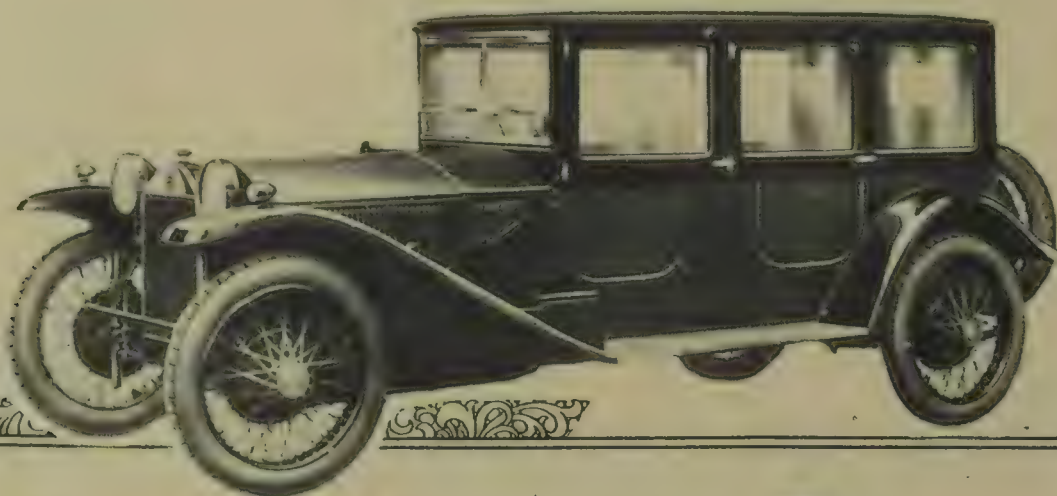
of Standard cars having permitted the adoption of new and better, as well as more economical, manufacturing methods.

The exterior lines have been greatly improved, and the rear seat widened, enabling two adults and a child to be seated abreast. As a result, the car as a whole is not only more roomy and comfortable, but is more imposing and attractive in appearance. It need hardly be said, in view of the enviable reputation of the Standard Motor Co., Ltd., that there has been no sacrifice in the high quality of workmanship or material in providing the additional features. The enhanced value has been made possible by the ever-increasing demand for and output

With materials that cannot be bettered, and engineering practice that cannot be excelled, the "British Empire" Buick not only meets the exacting requirements of to-day, but is possibly ahead of contemporary design and performance. This exclusiveness is the result of twenty-one years of ceaseless endeavour. It has always been Buick's aim to provide a car of unassailable excellence in power, appearance, speed, and ease of control, yet sold at a reasonable figure. Always a fine car, Buick is now finer. Sit at the wheel of a Buick. Experience, at any speed from two to seventy miles an hour, the extraordinary sweetness and smoothness of the vibrationless power unit. This same power, that gives phenomenal speed on level stretches, flattens out hills in a surprising manner. There is unlimited satisfaction in the velvety flow of power that can be held in check gliding through traffic, or released at will for instant effortless action on the steepest gradient or long, straight stretch up to a speed of 75 m.p.h.

There is a model in the Buick range to suit every taste. Charming colour schemes please the modern idea, while other designs satisfy the more conservative taste. Careful thought has been given to ease and comfort in the seating arrangements. Each model

[Continued overleaf.]



STAND
72
OLYMPIA

LANCIA

"LAMBDA"



*The Best Medium-Powered
Car in the World.*

WARNING.

A full twelve months' Manufacturer's Guarantee Certificate, giving the chassis and engine number, also date of manufacture, is issued for every new "Lancia" car and chassis supplied by this Company or its officially appointed Distributors and Agents. The British public is warned that this Guarantee will not apply to cars or chassis purchased through any other source.

The Lancia "Lambda" is not built to a price, but as a masterpiece of engineering skill and advanced design—to satisfy the most discriminating motorist, who demands the utmost in quality, appearance and PERFORMANCE.

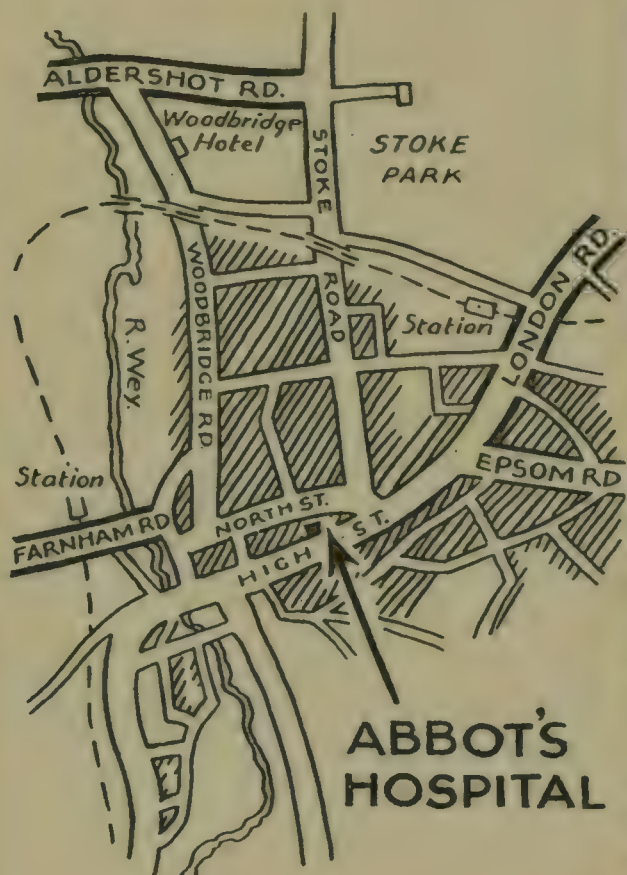
Every part of the Lancia Car is carried through with a definite aim—to enhance still further its great reputation.

Sole Concessionaires:

CURTIS AUTOMOBILE CO., LTD., 18, Berkeley St., LONDON, W.1

Telegrams: "Curianath, Piccy. London."

Phone: Mayfair 7050

"BP" Touring Series—No. 10.

GUILDFORD

from

London	28 miles
Birmingham	119 "
Manchester	199 "
Newcastle	302 "
Bristol	101 "
Southampton	49 "



ABBOT'S HOSPITAL GUILDFORD

Guildford is probably remembered by many motorists on account of the steep ascent of the main street. At the top stands the famous Guildhall with its large and elaborate clock. Adjacent is Abbot's Hospital, an almshouse founded by George Abbot, archbishop of Canterbury in 1622. In the gatehouse of Abbot's Hospital the Duke of Monmouth was detained after his capture at the Battle of Sedgmoor, in 1685. Another building of interest is the Angel Hotel. Beneath are some curious vaulted crypts, concerning which many legends are told.

The ascent of Guildford High Street, or the near-by "Hog's Back," will be an easy matter if you run on "BP," the British Petrol. For the purity and volatility of "BP," and the care taken in its production enable you to extract the last ounce of power from your engine—to climb on top instead of on lower gear. And "BP," is refined in Britain by British labour.

"BP"

The British Petrol

British Petroleum Co. Ltd. Britannic House, Moorgate, E.C.2

Distributing Organization of the
ANGLO-PERSIAN OIL CO. LTD.

is roomy, yet compact, comfortable to the last degree, yet essentially neat. The limitations of space preclude reference in detail to these, but the visitor to Olympia

Two occasional chairs of very ingenious design are fitted in the interior; these, when not required, fold away into recesses formed in the rear of the front seats and are scarcely visible. The woodwork is in walnut, beautifully finished with quartered panels inlaid with satinwood. The lamps and all metal fittings are electro-silver plated, and all the windows and the wind-screen are Triplex safety glass. Two corner electric lamps supply light for the interior, and in the centre of the rear seat squab is a much-appreciated refinement in the shape of a folding arm-rest.

Of the 21-h.p. cars, the *pièce-de-résistance* is a two-seat sports model, having a body on the lines of a yacht. It is a beautiful car, in ivory-white and brown, and will appeal to everyone who sees it, and particularly to that section of the motoring community that loves a sporting car not so much for its road performance as for its impressively

speedy appearance. In the mechanical design of both 40-h.p. and 21-h.p. models, there is very little change for 1926 over the 1925 design, but one notable feature of the 21-h.p. car is the introduction of a long wheel-base chassis to accommodate larger bodywork, the wheel-base now being 11 ft. 1 in.

Shell-Mex
(Stand No. 384).

Shell-Mex, Ltd., exhibit a Shell kerb-side pump, a wall-type pump (so favoured by commercial consumers), and a battery of Shell motor oil-tanks. The Shell petrol pump is of topical interest for two reasons—first, on account of its being British-designed and British-made throughout; second, on account of its infallibly accurate measure. The spirit is pumped to overflowing point, into a measure which has been

officially certified correct by H.M. Inspector of Weights and Measures. From this measure every drop drains into the motorist's tank. The overflow goes back into the dealer's storage tank. The operation is visible, and the action quick—approximately ten gallons a minute. The various grades of Shell motor lubricating oil are displayed, and there are the usual packages identified with the distribution of Shell motor spirit, Mex motor spirit, and Shell motor lubricating oils.

Vauxhall
(Stand No. 135).

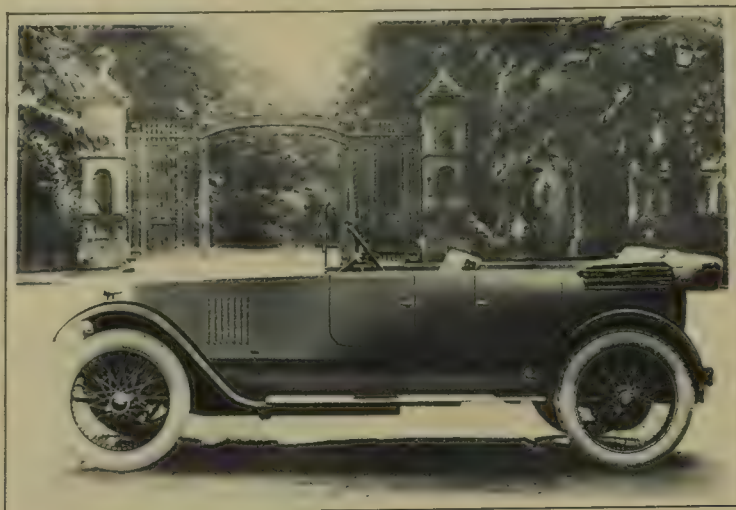
The Vauxhall exhibit this year is of extraordinary interest, because there figures among it an entirely new model, in the shape of a car of 25-70-h.p. rating, in which the Burt-McCollum single-sleeve-valve motor is employed. This new car intrigues me greatly, because from the time of its introduction by the old Argyll company, some fourteen years ago, I have been a firm believer in the possibilities of this engine. I had the first of the 15.9-h.p. sleeve-valve cars turned out by this company, and it completely converted me



WITH ENCLOSED LIMOUSINE BODY: THE 30-90-H.P. EIGHT-CYLINDER SUNBEAM.

will appreciate for himself the many excellences of Buick design.

Lanchester Motors Stand No. 111 is occupied by the Lanchester Motor Co., Ltd., (Stand No. 111). and is, as usual, one of the most attractive stands in the Show. It is well known that the Lanchester Company concentrate on the manufacture of two models only: a large car of 40-h.p., and a smaller one of 21-h.p. Both are six-cylinder models, very similar in appearance and in internal design. Each has overhead valves operated by a worm-driven overhead cam-shaft, Lanchester worm-driven rear-axle, four-wheel brakes, and the famous Lanchester flexible cantilever rear suspension. Three examples are shown, one 40-h.p. and two 21-h.p. cars. The "Forty" is a magnificent V-front limousine, painted pale grey, with black mudguards and chassis. It has seating accommodation for seven, including the driver; the driving compartment is enclosed, wind-up windows being fitted to both side doors. The interior is upholstered in grey velvet calf, whilst the front seats are in blue-black morocco grain leather.



AN ATTRACTIVE TOURING CAR: THE 23-60-H.P. VAUXHALL "KINGTON" FIVE-SEATER.

to the motor. Its simplicity, silence, power, and ability to hold on at low speeds were perfectly wonderful, and, if as much progress has been made in its development as I understand is the case, then this new Vauxhall

[Continued overleaf.]

AT STAND 150.

Overland

OLYMPIA, OCT. 9-17.

NEW MODELS—FRONT WHEEL BRAKES STANDARDISED. REDUCED PRICES.

To-day Overland cars cost less and cover a wider range than ever before. The Six-Cylinder Four-Door Saloon de-Luxe has been reduced to £375, and with front-wheel brakes as standard equipment is more than ever the finest value in 'Light Six' Saloons. A Two-Door Saloon and a Touring Car are now available on the same Chassis. The former is finished in two attractive shades of olive green; the latter in blue and grey.

The British-Built Five-Seater Tourer is now fitted with hydraulic front-wheel brakes in addition to its previously comprehensive equipment, whilst its price has been reduced to £245. A new Four-Door Saloon is obtainable on this Chassis.

Send to Department I for a guide card to Stand 150, post free from Willys Overland Crossley, Ltd., Stockport, Manchester. London: 151-153, Great Portland Street.

OVERLAND SIX.

Four-Door Saloon-de-Luxe ..	£375
Two-Door Saloon (New Model) ..	£340
Five-Seater Tourer (New Model)	£325

THE BRITISH BUILT 13.9.

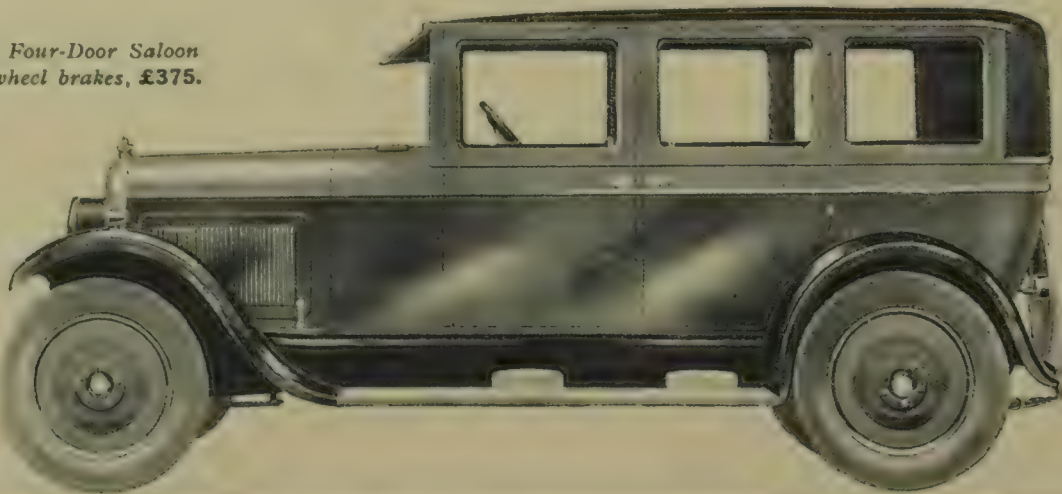
Four-Door Saloon	£340
Five-Seater Tourer	£245
Two-Seater	£245

18.2 DE LUXE.

Three-Quarter Landalette ..	£350
-----------------------------	------

Front-wheel brakes on all the above models.

The Overland 'Six' Four-Door Saloon de-Luxe, with front-wheel brakes, £375.



*Don't rest content
until you own
a Sunbeam!*

THERE is no pride of possession in a so-called "cheap" car. But there is something to enthuse over in a car which does everything and more—much more—than its rivals on the road. Sunbeam owners know what this enthusiasm means; you can know it, too. Don't rest content until you own a Sunbeam.

There is a new and bigger Sunbeam this year—the 30/90 h.p. Straight Eight. See the Sunbeams at Olympia—Stand 110.

**THE SUNBEAM MOTOR CAR CO., LTD.,
WOLVERHAMPTON.**

London Showrooms and Export Department:
12, PRINCES STREET, HANOVER SQUARE, W.1.
Manchester Showrooms - - - - - 106, DEANSGATE.

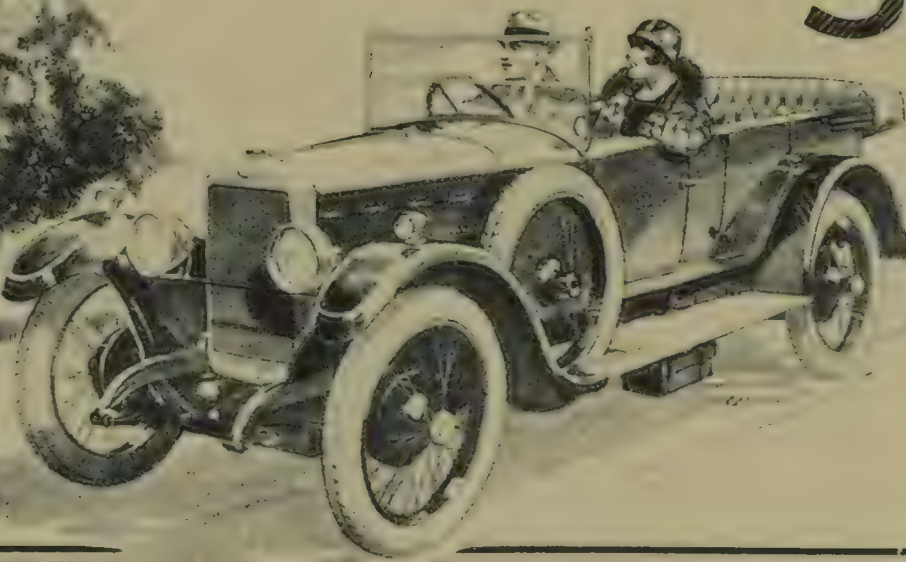
SUNBEAM

The Supreme Car

Models and Prices.

14/30 h.p. Four-Cylinder Chassis ... £495	30/90 h.p. Eight Cylinder Chassis. Short Wheel Base .. £1050
Touring Car or Two- Seater ... £625	Touring Car ... £1295
20/60 h.p. Six-Cylinder Chassis ... £795	Chassis Long Wheel Base ... £1250
Touring Car ... £950	Enclosed Limou- sine ... £1850
Three Litre Six-Cylinder Chassis ... £950	
Four-Seater Super Sports ... £1125	

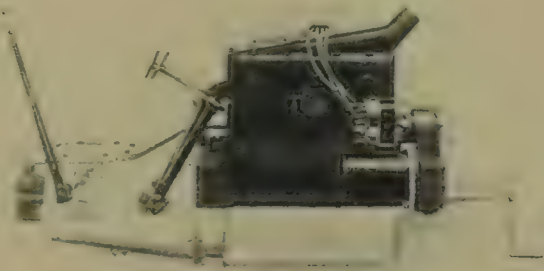
All models are fitted with Four-Wheel Brakes.



A NEW SWIFT! The 12/35 h.p.

SWIFT

Right-up-to-the-minute in Design and Performance, it is the only car in its class that can boast a 25 years' reputation for Reliability. That is the quality that had to come first. To it has now been added an exceptional turn of speed and surprising hill-climbing powers. Road safety is assured by four-wheel braking; comfort by genuinely de luxe body-work and balloon tyres. No car is allowed to leave the works for delivery until it has been completely road-tested and until its engine has been shown to deliver just three times its rated horse-power. The standard Swift five-seater at £375 is actually a good deal faster than many so-called "sports models" of similar capacity.



The 12/35 h.p. SWIFT Unit Construction Engine and Gear-box.

1926 PRICES:

10 h.p. 2-3 seater	£235
10 h.p. 4-seater	£235
12-35 h.p. 2-3 seater	£375
12-35 h.p. 5-seater	£375
12-35 h.p. 4-door Saloon	£475

Manufacturers:
SWIFT OF COVENTRY, LTD. COVENTRY.
London Showrooms, Repair & Service Depot:
134-5, Long Acre, W.C. 2 (one minute from
Leicester Square Tube Station).

OLYMPIA STAND NUMBER 149.



THERE IS ONE CAR which will appeal to every motoring connoisseur—the VOISIN.

Perfectly constructed, extremely fast, with fine road-holding capabilities, and possessing exceptional hill-climbing powers, it will meet the demands of the most exacting motorist.

The Voisin is easily handled and requires the minimum amount of attention. Many successes stand to its credit, and a fine reputation is enhanced by the enthusiastic recommendation of every new owner.

See the Voisin for yourself at Olympia and arrange a trial run.

VOISIN CARS



12-40 h.p. CHASSIS ...	£455	All models fitted with the new VOISIN- DEWANDRE VACUUM BRAKE.
18-75 h.p. CHASSIS ...	£780	
18-90 h.p. CHASSIS ...	£830	

Sole Concessionaires for London and Home Counties:

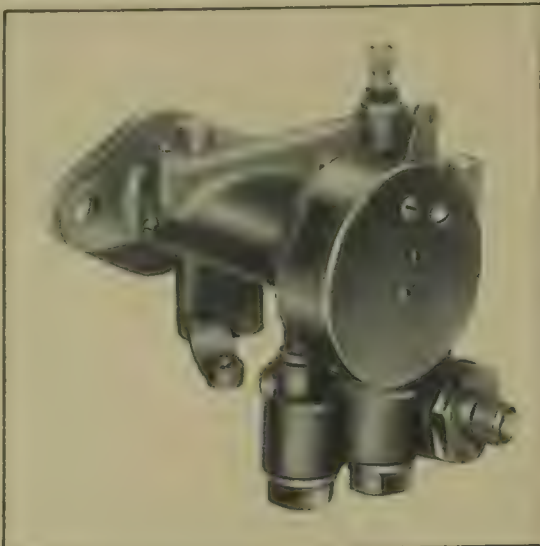
MAXWELL MONSON LIMITED

2 Halkin Place, Belgrave Square, London, S.W.1.
Telephone: Sloane 5121.

is assured of a magnificent future. The new motor is of the six-cylinder type, with bore and stroke respectively of 81.5 by 124 mm. (Treasury rating, 24.8-h.p.), so that there should be ample power for every requirement. Apart from the engine, the new car partakes of the practice which is familiar to all users of the Vauxhall. It should be one of the sensations of the Show. All the rest of the Vauxhall models have been retained, and are staged either by the firm itself or by some of the best-known coach-builders. There are the 14-40-h.p., the 23-60-h.p., and the new six-cylinder car to be seen on the Vauxhall stand, while the famous 30-98-h.p. car is shown by the Grosvenor Carriage Company. These models have all been improved in detail, notably that four-wheel brakes have been standardised on all models, including the 14-40-h.p. By the way, the brakes on the new "Six" are hydraulically operated. This, I believe, is unique in so far as British cars are concerned.

Bosch Successes in Italian Grand Prix.

The classic race for the Grand Prix of Italy provided a sweeping success for the Bosch Magneto. In the class for racing cars the first, second, and fourth finishers used the Bosch Magneto, these being Brilli-Peri, Campari, and De Poalo, all driving Alfa Romeo cars. In the light-car class, the first, second, third, and fourth finishers all used the Bosch—namely, Constantini, Fernand de Vizcaya, Foresti, and Pierre de Viscaya, all driving Bugattis.



A SPECIAL ZENITH CARBURETTOR FOR MORRIS CARS.

A Motor Touring Boom.

Figures supplied by the Automobile Association show that motor touring in Great Britain this year has increased by nearly fifty per cent. over last year. During the four summer months of 1924,

143,000 itineraries were issued by the A.A. Touring Department. For the same period this year the output was 203,000 itineraries, with an aggregate mileage of nearly 76,000,000.

Daimler (Stand No. 148).

The Daimler exhibit this year possesses added interest by reason of the recent introduction of the new Knight engine. Perhaps I should have said the improved Knight, because there is really no radical departure from first principles embodied in the new design. But so much has performance been improved that I prefer to call it a new motor rather than a second edition of the old. By successfully overcoming the lubrication difficulties which stood in the way of the use of light steel sleeves, the Daimler engineers have been able to lighten these by more than fifty per cent., with the result that the engine-speed attainable is quite comparable to poppet-valve engines even of the sports type. To see a six-cylinder sleeve-valve motor turning on the test-bench at considerably over 4000 revolutions, and holding its power hour after hour, is something new in sleeve-valve practice, yet I have seen this for myself. The result is that all the new Daimler cars are not only fast cars, but deserve to be called *very* fast. Even the smallest, the 16-h.p., will do well over 60 m.p.h. with a saloon body. Apart from the general interest always attaching to Daimlers, the new departure ensures that nobody will miss the exhibit.

[Continued overleaf.]



FITTED WITH FOUR DOORS: THE WOLSELEY
11-22-H.P. FOUR-SEATER.



ON VIEW, DURING THE PERIOD OF THE SHOW, AT THE LONDON AND PARISIAN
MOTOR COMPANY, 87, DAVIES STREET: A 40-H.P. DELAGE SIX-CYLINDER CHASSIS.



That Horn with the distinctive,
high, pleasing note is a Bosch.
See your local Agent or write to
J. A. STEVENS, LTD.

Head Office & Works—
Upper Rathbone Place, London, W.1.
Telephone Museum 5600. Telegrams—Elecbrigt, Wesdo, London.

Pre-eminent among the World's Finest Cars



Olympia

has no more interesting exhibit than that of Lanchester Cars on Stand 111. There is a magnificent 40 h.p. 6-cylinder Limousine in Grey, all enclosed and elaborately fitted for comfort and convenience. A special Sports model of 21 h.p., designed on the lines of a Racing Boat, in Polished Teak and White; and an all-enclosed 6-seat Limousine on the 21 h.p. 6-cylinder chassis. Each exhibit is in itself an outstanding example of British Automobile Engineering and Coach-building. Catalogues and photographs supplied on demand, and we shall be pleased to arrange a trial run at any time to suit your convenience.

Lanchester Cars

are built in two sizes:—
a 40 h.p. 6-cylinder
Car with wheelbase of
11 ft. 9 in. or 12 ft. 6 in.
optional without extra
charge, and a 21 h.p.
6-cylinder Car of smaller
dimensions designed on
similar lines. Each
model has overhead
valves and camshaft,
Lanchester worm-driven
rear-axle, four-wheel
brakes, and the well
known Lanchester flex-
ible cantilever rear sus-
pension. The 40 h.p.
model is fitted with the
Lanchester three-speed
epicyclic gearbox, whilst
the 21 h.p. has a speci-
ally designed four-speed
gear-box of the sliding
pinion type. A full
range of open and closed
Bodies is available for
each model.

**Lanchester
Cars**

**STAND
111**

AVENUES M & N.

THE LANCHESTER MOTOR COMPANY, LTD.
Armourer Mills,
Birmingham.

95, New Bond Street,
London, W.

88, Deansgate,
Manchester.

Let a British Car reflect your Pride of Ownership.

*"Built up to
a standard,
not down to
a price."*



11/22 H.P. FOUR-SEATER, £235.

WOLSELEY

"THE CARS OF QUALITY."

Before deciding on your new car, you should carefully examine the Wolseley exhibit. Five splendid examples are being shown, and you are cordially invited to call and inspect them on

STAND No. 138

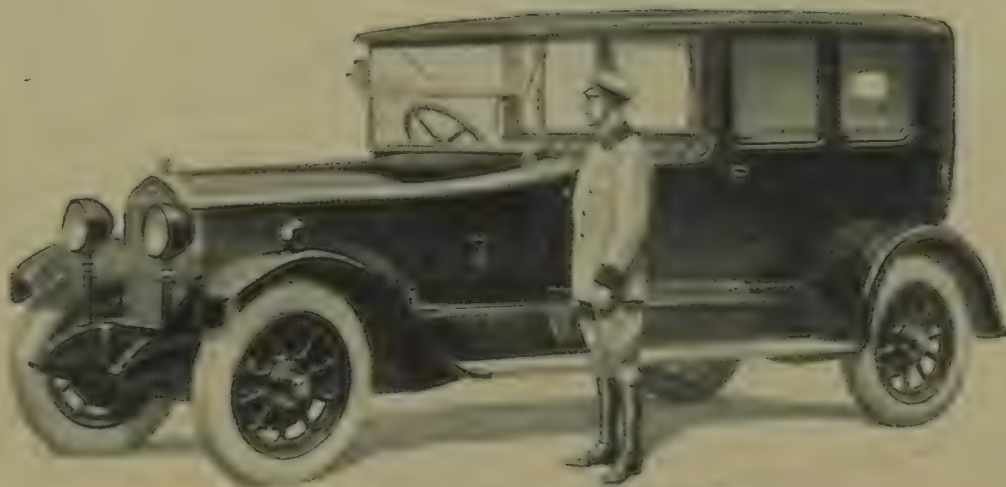
A full range of Wolseley models are
also on exhibition at our Showrooms—

WOLSELEY HOUSE, PICCADILLY, W.

Prices from

£235

11/22 h.p. Two-seater	- £235
Four-seater	- £235
2-seater deluxe	£265
4-seater deluxe	£275
Light Saloon	- £325
16/35 h.p. Touring Car	- £485
Two-seater	- £485
Light Saloon	- £515
Saloon	- £650
Landaulette	- £675
24/55 h.p. Touring Car	- £985
Landaulette	£1200
Saloon-Lan.	£1300
Saloon-Lim.	£1300



24/55 H.P. SALOON-LIMOUSINE, £1300.

Catalogue giving full specifications of all the above sent post free on application.

**WOLSELEY MOTORS, LTD.,
Adderley Park, BIRMINGHAM.**

London Showrooms: Wolseley House,
157, Piccadilly, W.

Indian Depots:
Bombay, Calcutta, Delhi.

Rolls-Royce
(Stand No. 183).

Towards the middle of the year, Messrs. Rolls-Royce created a sensation in the automobile world by introducing an entirely new model of the 40-50-h.p. "Silver Ghost" series, which they very aptly named the "New Phantom." The essential differences between the new car and the old were that the motor was something quite new, side-by-side valves being discarded in favour of valves of the overhead type. This and other modifications enabled a better power output to be obtained from slightly smaller dimensions, and undoubtedly the new car is a more efficient unit than the old. Even so, Messrs. Rolls-Royce are continuing the old series, and the policy appears sound on the face of it. It has been said, and perhaps with some truth, that the old "Silver Ghost" engine was not as efficient as modern requirements demand. But the critics seem to have forgotten one thing, which is that the Rolls-Royce has always been a car with a purpose. That purpose was to achieve and hold the reputation of being the world's best car. This it has succeeded in doing not by claiming super-efficiency, not by racing successes, nor by participating in competitions, but by quiet, untiring service in the hands of its owners. I doubt very much if the Rolls-Royce

car than the "Silver Ghost." Additionally to this new model, numerous detail alterations have been made in the 20-h.p. model, notably that central change has been discarded in favour of right-hand positioning of change-speed and brake levers. Obviously the Rolls-Royce exhibit is even more interesting this year than it has been since the "Twenty" was introduced.

Humber
(Stand No. 213).

The main interest of this year's Humber exhibit, at any rate so far as concerns the Show visitor who is considering the smaller classes, lies in a completely new model known as the "Nine-twenty." This is

designed to take the place of the 8-18-h.p., over which it seems to possess several outstanding advantages. The motor has been increased in capacity; the frame is longer and wider, thus affording more body space; and all round it is a bigger and more able car. The two larger Humber models, the 12-25 and the 15-40, have been very much improved in detail, and are retained in the list. Not only has improvement been effected in the chassis details, but the coachwork, always a strong feature of Humber construction, has undergone many important

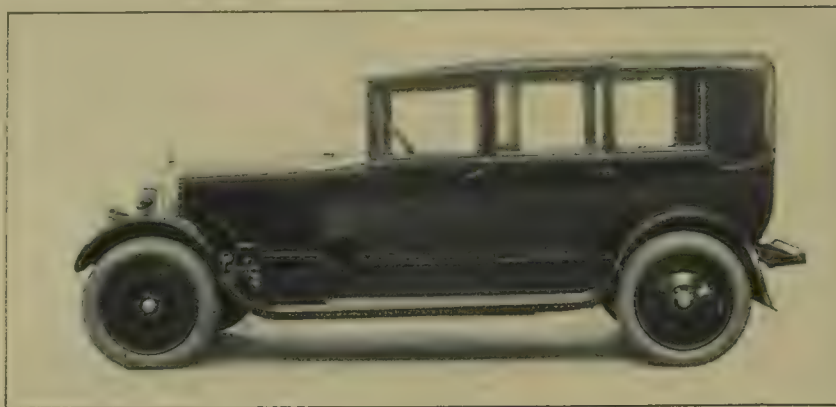
modifications, all tending towards greater comfort and luxury. Two each of all three models are staged, and it is indicative of the trend of popular taste that in each case the exhibit consists of a

touring car and a saloon. All are quite notable examples of Humber craftsmanship, and are well worthy of inspection.

Sunbeam
(Stand No. 110).

Sunbeams have an entirely new model for 1926, in addition to the 14-40 four-cylinder, 20-60 six-cylinder, and the six-cylinder "Three-Litre," introduced a few months ago. This new car is one of the eight-cylinders-in-line type, details of which are not to hand at the moment of writing. No doubt such a car, emanating from so famous a firm as that of Sunbeam, will be the subject of much concentrated interest during Show week; but the visitor will have to possess his soul in patience so far as concerns the mechanical details of the new car, since it is only to be staged as an enclosed-drive limousine. There are three other cars on the stand, these including a 14-40-h.p. touring car, a six-cylinder 20-60-h.p. enclosed limousine, and one of the three-litre super-sports cars. The long list of Sunbeam successes in the classic races and speed events lends much interest to the doings of the firm, because one always feels that anything new from Sunbeams must be the result of, and contain the experience gained from, the stress of fierce competition. That experience has made the Sunbeam one of the most efficient, as well as the most popular, cars in its class.

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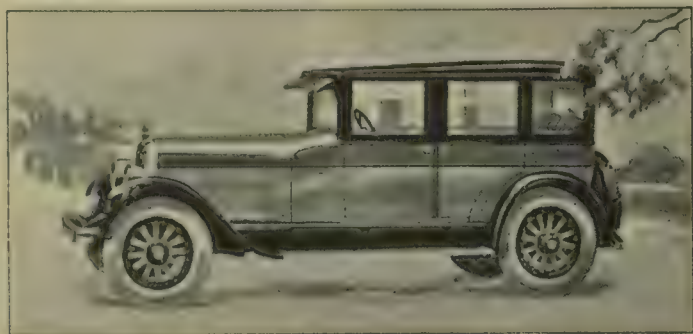


A LUXURY CAR: THE 30-H.P. MARK II. ARMSTRONG-SIDDELEY ENCLOSED LANDAULETTE SEVEN-SEATER, PRICED AT £1350.



AN INTERESTING NEWCOMER: THE WILLYS-KNIGHT SLEEVE-VALVE SIX-CYLINDER CAR-SALOON MODEL—AT £695.

would have stood any lower in public estimation ten years hence if this "New Phantom" had never seen the light. However, there it is, and there can be no question about its interest or that it is a more efficient



THE LASTING IMPRESSION OF LUXURIOUSNESS . . . AND THE COMMONPLACE PRICE

LOCOMOBILE—the name that has stood since the industry's first days as representing all that is finest and best in car building, the name of the most exclusive car in the world. This is the new Locomobile straight eight, no longer in the topmost-price class, comparing now in first cost and in running expenses with any "six." Yet the old Locomobile excellence and precise craftsmanship are here and in abundant measure. It is important that you should see it at Olympia.

EIGHT CYLINDERS IN LINE
OVERHEAD VALVES.
LANCHESTER VIBRATION
DAMPER. PERROT FOUR-
WHEEL BRAKES. RUBBER
SHOCK INSULATORS. LONG
WHEELBASE. R.A.C. RATING
25.3. PETROL CONSUMPTION
20/22 M.P.G. GABRIEL
SNUBBERS.

TOURING
£620

SALOON

£750

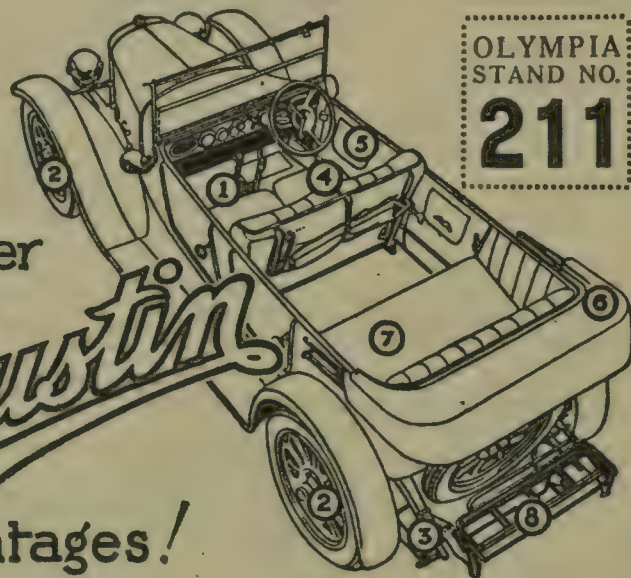
LOCOMOBILE JUNIOR EIGHT

DURANT MOTORS LTD.,
Lodge Place, St. John's Wood, London, N.W.8.

OLYMPIA MOTOR SHOW, STAND NO. 56.

Consider

Austin
Advantages!



OLYMPIA
STAND NO.
211

1. Four Speed gear box, and easy central gear change.
2. Steel wheels with brakes on all four.
3. Exceptionally long rear springs, and shock absorbers ensure easy riding and longer life to car. All springs fitted with oil gaiters.
4. Adjustable front seats.
5. Four doors, greatly increasing comfort and convenience.
6. Rear screen and complete all-weather protection for all occupants.
7. Ample rear-seat accommodation for three persons.
8. Luggage carrier.

These features strike you at once. In addition, and just as important, are the benefits of pump cooling, pump lubrication, grease-gun chassis lubrication and, of course, the five crankshaft bearings. It is this "comprehensiveness" in Austin design that makes the Austin appeal so universal. Austin, it is agreed, means excellence.

AUSTIN TWENTY models from £495
AUSTIN TWELVE models from £340
(at Works)

The AUSTIN MOTOR CO., LTD., Longbridge, nr. Birmingham.
LONDON - - - 479-483, OXFORD STREET, W.1 (near Marble Arch).



THERE ISN'T A CAR

in existence that is easier to drive than the Talbot. It is so designed that you never feel fatigue, the steering is so light that you are never conscious of moving the wheel. Quality in a Talbot car is well worth the cost and never was quality more apparent than in the 1926 Talbot cars, five examples of which are being exhibited at Olympia. There are three Talbot models, each available with a variety of bodywork.

Illustrated Catalogue containing full mechanical details from

CLEMENT TALBOT LTD.
Kensington London, W.10

Stand 147.
Avenues O. and P.
Olympia. Oct. 9-17.

10/23 h.p. 12/30 h.p. 18/55 h.p.

Prices from

£350

TALBOT

IF YOUR CAR IS FITTED WITH A C.A.V. LIGHTING SET IT MEANS THAT THE MAKER OF THAT CAR IS DETERMINED TO GIVE HIS CUSTOMERS THE BEST, IRRESPECTIVE OF FIRST COST. C.A.V. SETS COST MORE THAN OTHERS, BUT—AND MARK THIS BUT—C.A.V. IS THE PIONEER SET AND OF PROVEN RELIABILITY AND A CAR SO FITTED HAS AN ENHANCED VALUE, NEW OR SECOND-HAND. A C.A.V. BATTERY (WITH PATENT RUBBER SEPARATORS) FITTED TO A CAR EQUIPPED WITH ANOTHER MAKE WILL IMPROVE IT. VISIT STAND 432, OLYMPIA MOTOR SHOW, OR ENQUIRE AT ANY C.A.V. SERVICE STATION ANYWHERE IN THE WORLD. C.A. VANDERVELL & CO., LTD., ACTON VALE, LONDON, W.3



Learn all about Safer Braking

THE great secret of successful driving is knowing how to stop.

If as much time was spent on brake adjustment and inspection, as on, say, "tuning," there would be vastly fewer accidents.

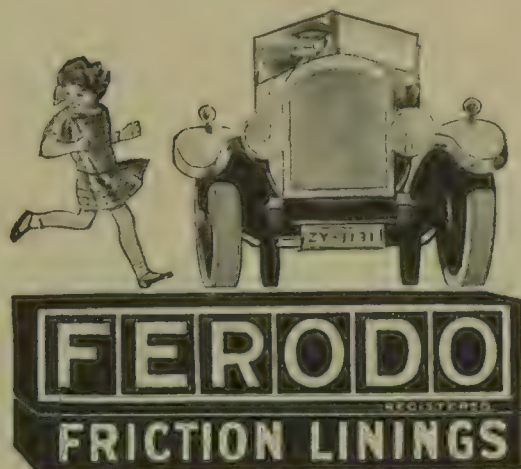
As the inventors of fabric brake linings we have accumulated a great amount of data relating to brakes, and we are quite willing to impart valuable information to any motorist who cares to ask for it.

If you contemplate buying a new car make enquiries about the brakes.

If they are lined with Ferodo Friction Linings you may rest assured that the maker of the car has had your interest in mind.

If you are not sure about the brakes on the car you possess, or if you buy a second-hand car, have the present linings removed and Ferodo Friction Linings fitted. A fine feeling of confidence will amply repay you for your trouble. Make sure of getting the genuine by seeing the name "Ferodo" on every piece.

If you cannot visit the Show write for any information to Ferodo, Ltd., Chapel-en-le-Frith.



"The Linings that make motoring SAFE."

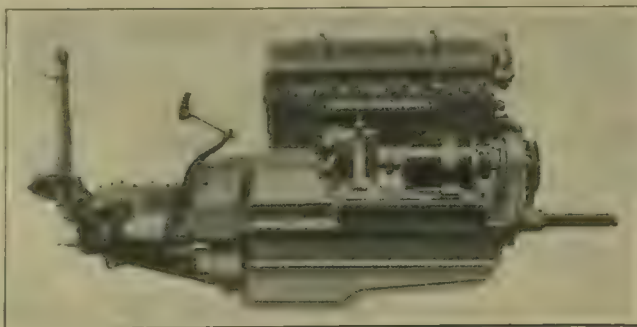
Stand No.
462
Main Gallery

"B.P." the British petrol, and other products of the British Petroleum Company, Ltd., are exhibited on Stand 341, the various grades being represented by the packages in which they are marketed. Thus there will be the well-known khaki can in which "B.P." is sold, the blue can which contains "B.P." commercial, and the purple can in which "B.P." aviation is distributed. An interesting item on the stand will be a model of the 350-h.p. twelve-cylinder Sunbeam on which Captain Malcolm Campbell recently created world's records for the kilometre and the mile with the aid of "B.P.," averaging 152.833 miles an hour for the latter distance in one direction. In addition, there will be photographs of Llandarcy refinery in South Wales, where "B.P." is refined. The company also show a selection of fuels for various purposes, such as "T.V.O." tractor vapourising oil, "P.V.O." for stationary engines, heavy and light fuel oils for Diesel and semi-Diesel engines.

Amongst the Calthorpe models shown at Olympia are the six-cylinder 15-45-h.p. four-seater and two-seater models, 12-20-h.p. *de luxe* model, 12-20-h.p. standard four-seater, 12-20-h.p. saloon, and 10-20-h.p. saloon. The Calthorpe six-cylinder model is one of the cars which combine with moderate price great speed, economy of running, riding and driving comfort, very fine coachwork, and extreme accessibility to all parts. There are four doors in this roomy four-seater, separately adjustable front seats of the semi-bucket type, and very comfortable back seat. The interior is upholstered in antique leather.

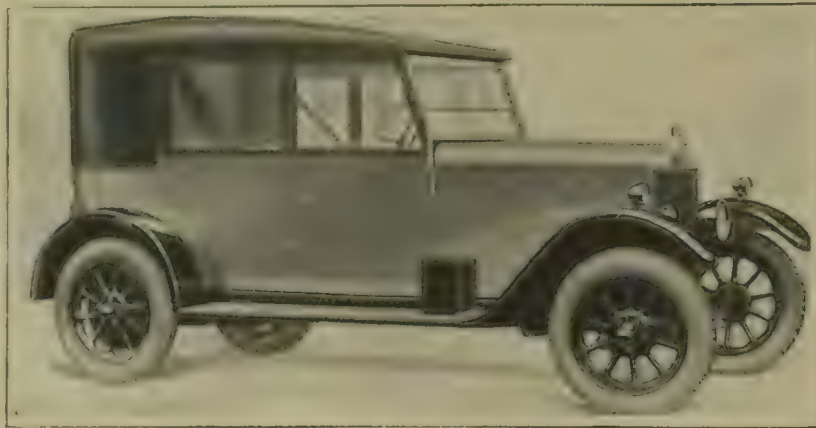
The 12-20-h.p. *de luxe* is an entirely new Calthorpe model with a bore and stroke of 69 mm. by 115 mm., which gives a capacity of 1720 cc. The valves are located side by side, and a detachable cylinder head is fitted. Water circulation is by pump. The engine, in addition to being longer in the stroke than the 12-20 standard model, is fitted with a much heavier

crank-shaft, which is considerably stiffer. Also the fly-wheel has been made somewhat heavier. The power output on the bench has been improved to the extent of 5 h.p., which has considerably



SHOWING THE ACCESSIBILITY OF MAGNETO AND DYNAMO MOUNTED ON A PATENTED PLATFORM: THE NEW CROSSLEY 18-50-H.P. "SIX" ENGINE (OFF-SIDE VIEW).

improved the top-gear performance of the car. The clutch is a multi-disc with Ferodo linings. The gear-box, which is built up in unit with the engine, has four forward speeds operated by right-hand



PRICED AT £225: THE STANDARD 11-H.P. "KNOWLE" FOUR-SEATER—A NEW MODEL.

control levers. Also the increased power output enables a slightly higher third-speed ratio to be used. The rear-axle drive is by spiral bevel gears. Brakes are fitted to all four wheels operated from the pedal. The front brakes are on the Rubury system. The springs are half-elliptic front and rear, the rear being underslung. The petrol-tank is located in the scuttle, the feed being by gravity. The wheel-base is 9 ft., and the track, 4 ft.

The stand of the Vacuum Oil Company is well worth a visit for the sake of the very complete information which is to be obtained on the subject of motor-car lubrication.

The Vacuum people exhibit a "chart of recommendations" indicating the exact grade of oil which has been found suitable by experience for practically every known make of car, and includes all models from 1921 to 1925. To anybody who asks for it will be given a copy of "Correct Lubrication," a very highly instructive and interesting booklet. The exhibit proper consists of "Gargoyle" Mobil-oils and greases for the lubrication of all cars and light cars, an interesting feature being a complete installation consisting of a steel barrel, stillage frame, and pump for the bulk storage of oil.

Two models are shown by Messrs. Bayliss Thomas (Stand No. 41).

Bayliss Thomas and Co., these being the 10-22-h.p. and the 12-27-h.p. chassis bearing the name of the firm. Each has been improved during the year, both in mechanical detail and in the coachwork, while the prices of the smaller car have been substantially reduced. The larger car is fitted with four-wheel brakes as standard, and appears to have undergone marked improvement all round. The saloon is a handsome car, and at the comparatively low price of £380 it strikes me as being very good value indeed, and a car that is likely to prove very popular.

[Continued overleaf.]

VAUXHALL

Touring Car £550
Saloon £650

BESIDES the interest which the thousand-guineas single-sleeve Vauxhall arouses by its wealth of originality, the Vauxhall exhibit has in this year's 14-40 models a very strong popular appeal.

The 'Princeton' touring car (£550) and the 'Bedford' saloon (£650) have only to be seen for their exceptionally good value to be recognised.

The beauty and finish of these cars, and their high standard of engineering, distinguish them anywhere.

The new front axle is bored out from solid steel. With its inge-

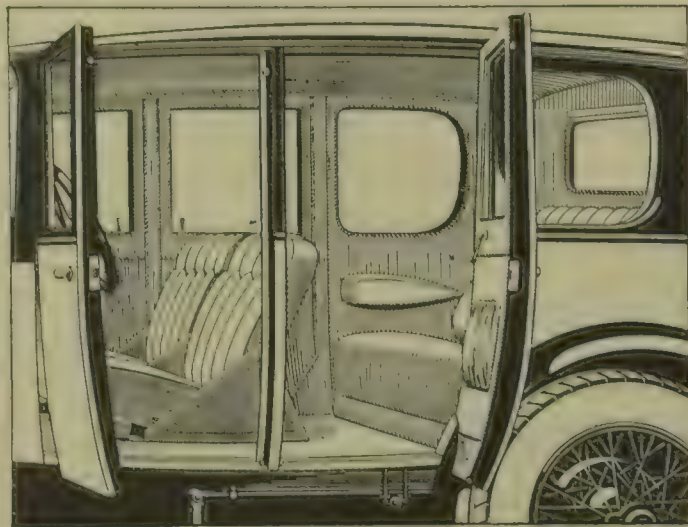
niously designed front brakes it is a masterly piece of work. The new balanced crankshaft is an illustration of the same high-grade practice in parts which you do not see.

Note also the roominess of the bodies. The inside width of the 'Princeton' at the rear is fifty inches.

Nowhere in the 14-40 Vauxhall is there any compromise in quality and method. It is a medium-sized car of the best class, which may be expected to give and does give the fullest satisfaction to those who have formed a fine taste in motor cars.

STAND 135 OLYMPIA MOTOR SHOW OCTOBER 9-17

Single-sleeve six 25-70 Vauxhall polished chassis, 25-70 Vauxhall 'Granton' enclosed limousine, £1,675; 23-60 Vauxhall 'Kington' touring car, £895; 14-40 Vauxhall 'Princeton' touring car, £550; 14-40 Vauxhall 'Bedford' Saloon, £650. Stand No. 168—30-98 Vauxhall special two-seater.



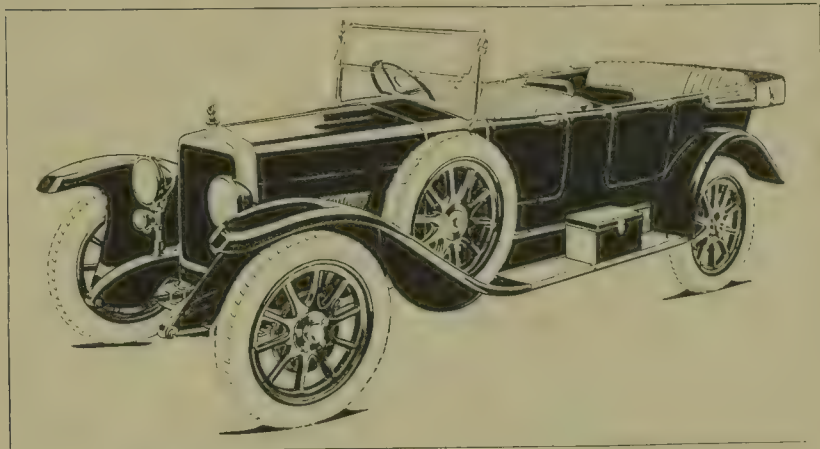
Interior of 'Bedford' saloon: a new design

Vauxhall
THE CAR SUPEREXCELLENT

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ANSALDO



12-40 H.P. 4-D DE LUXE TOURER
FOUR-WHEEL BRAKES
£525

OLYMPIA
STAND
49

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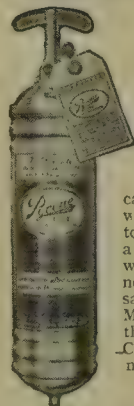


Fit these
for
Safety's sake



SEE THEM AT OLYMPIA.

STAND 397

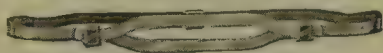


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TRADE MARK
Fire
Extinguisher

Every day someone's car catches fire! Fit your car with a Pyrene Fire Extinguisher to-day; then you can put out a fire before it does its deadly work—and drive on as though nothing had happened. Pyrene safeguards all Government Motor Vehicles, and those of the leading 'Bus and Transport Companies. Let it make your motoring safer.

Ask to see it on our Stand or write for folder, "Motor-Car Fire Protection."

"BIFLEX" and "HALLADAY"
STEEL CUSHION PARALLEL BAR
BUMPERS



Protection in collision.

Traffic congestion, overcrowded garages and parking places, partial adoption of four-wheel brakes, dazzling head-lights, skids—all contribute to the alarming number of car collisions. The danger of personal injury and damage to your car grows greater every day. The time has arrived when you should fit "Biflex" or "Halladay" Bumpers to protect yourself and your car.

Ask to see them on our Stand, or write for our folder, "Bumper Protection."

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Makers of Safer Motoring Equipment,

9, Grosvenor Gardens, LONDON, S.W.1.

Telegrams: "Pyrenextin," Sowest, London.

Telephone: Victoria 8592 (4 lines).

Olympia Week IS MORRIS Week

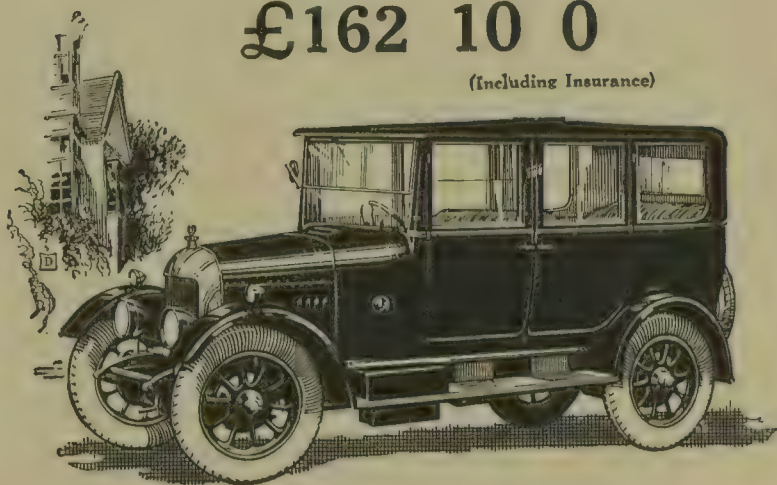
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Show Models at the Show-
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(List on application to Oxford)

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(Including Insurance)



The 14/28 h.p. Morris-Oxford Saloon, £350.

MORRIS
STAND
No.
184
OLYMPIA

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MORRIS PRICES
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YEAR'S
INSURANCE
a direct saving of
£10 17 6 to £13 16 9

MORRIS-COWLEYS with FOUR-WHEEL
BRAKES and IMPROVED COACHWORK.

MORRIS-OXFORDS with DIPPING HEAD-
LAMPS and THERMOSTATIC CONTROL.

DUNLOP REINFORCED BALLOON TYRES
ON ALL MODELS.

BRITAIN'S LEAD IN CAR VALUE.

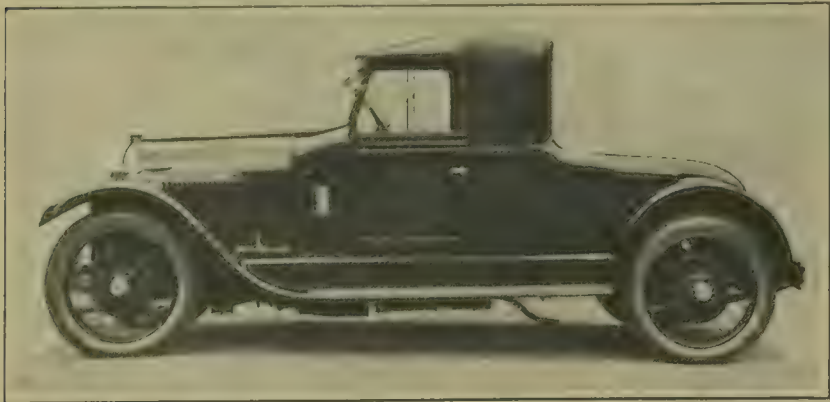
MORRIS CARS ARE UNQUESTIONABLY THE
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- ☛ They are built in the finest factories from the finest materials procurable.
- ☛ They are fully equipped down to the very last detail.
- ☛ Their design has been proven right in the hands of thousands of owners on the roads of the World.
- ☛ They are insured for one year at their catalogue prices—a saving of from £10 17 6 to £13 16 9. Remember this when comparing other cars.

buy British- and be Proud of it.

MORRIS MOTORS, LTD.,
COWLEY, OXFORD.

Hotchkiss (Stand No. 188). Four complete cars and a chassis constitute the Hotchkiss exhibit. These are all of the 15.9-h.p. type, which is the one model on which this famous firm of constructors is now concentrating. Hotchkiss



A LIGHT CAR ON ELEGANT LINES: THE 15.9-H.P. HOTCHKISS SINGLE COUPÉ.

was one of the first of the great ordnance firms to become interested in automobile construction, and it almost goes without saying that they have always made a car of almost superlative excellence. This 15.9 is in many respects the best they have ever done, and is a wonderfully good example of advanced design. Its road performance and lasting qualities, too, are well above the average. It is quite fast, holds the road very well, and its qualities generally are beyond reproach. Not the least of its characteristics is the wonderfully efficient four-wheel braking system, which is used under royalties by more than one other famous firm. All round, I regard the Hotchkiss as one of the best of the French cars. The complete cars on the stand consist of two touring cars, a Weyman saloon and a saloon of the conventional coach construction.

Dodge Brothers (Stand No. 103). To those who require a really soundly designed and well-constructed car, with a fairly large motor, which will give excellent performance and all-round satisfaction, I can recommend an inspection of the Dodge Brothers exhibit. The Dodge is, of

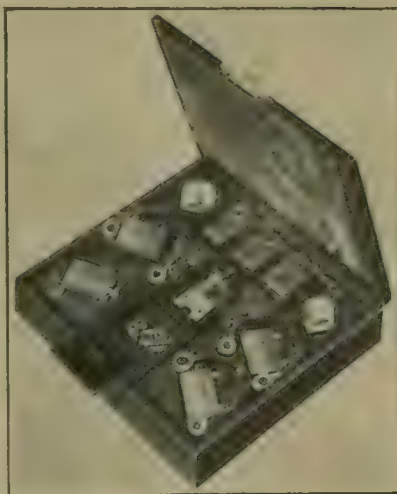
course, an American car, and, as with most Americans, the purchaser knows that when he has paid his money and taken delivery there is no further outlay—there are no accessories to buy, because the car is fully equipped. With a four-cylinder 17-h.p. motor, the Dodge has a very good performance. Not long ago I made an extended tour of the South Coast in company with a Dodge saloon, and the way the engine pulled and its capacity for hills rather surprised me. Of course, it is not a "sports" car in any sense of the word, but it will put up a far better average speed, in far greater comfort, than nine out of ten of the "sports" variety. Added to which the price is low and the car a really good one. It is a car I should not hesitate to recommend.

Rotax (Stand No. 435).

The motorist who visits the Show with any intention of seeing what is new accessories and gadgets cannot do better than visit the Rotax stand, where he will see everything that is worth while in the way of these matters. From lamps to plugs, and from windscreens to step-mats, all is there for his information and selection. Apart from essential items of equipment, Rotax seem to specialise in all sorts of conceits which make motoring easier and more trouble-free. For example, what a nuisance it is to have electrical spares tucked away together in a tin box full of cotton-wool, which one uses

The motorist who visits the Show with any intention of seeing what is new accessories and gadgets cannot do better than visit the Rotax stand, where he will see everything that is worth while in the way of these matters.

because there is nothing better to hand. Rotax eliminates all this, for they supply all these details ready fixed up in cases to fit. But a visit will disclose much more than I could set down in print. Incidentally, it may be useful to remark that Rotax are sole agents in this country for the Dupont enamel



AN IMPORTANT ITEM TO TAKE IN THE CAR: THE ROTAX SPARE-PART CASE.

finishes, which are so popular in America and which are taking the place of coach-varnish. The Rotax stand certainly should not be missed. [Continued overleaf.]



FITTED WITH A "WINDSOR" SALOON: AN AUSTIN "TWELVE"—THE LATEST MODEL OF A POPULAR CAR.

Isotta Fraschini



The ARISTOCRAT of AUTOMOBILES

ON STAND 143 AT OLYMPIA.

The 45 h.p. "Straight Eight."

Unquestionably the most magnificent example of automobile perfection—a world's masterpiece.

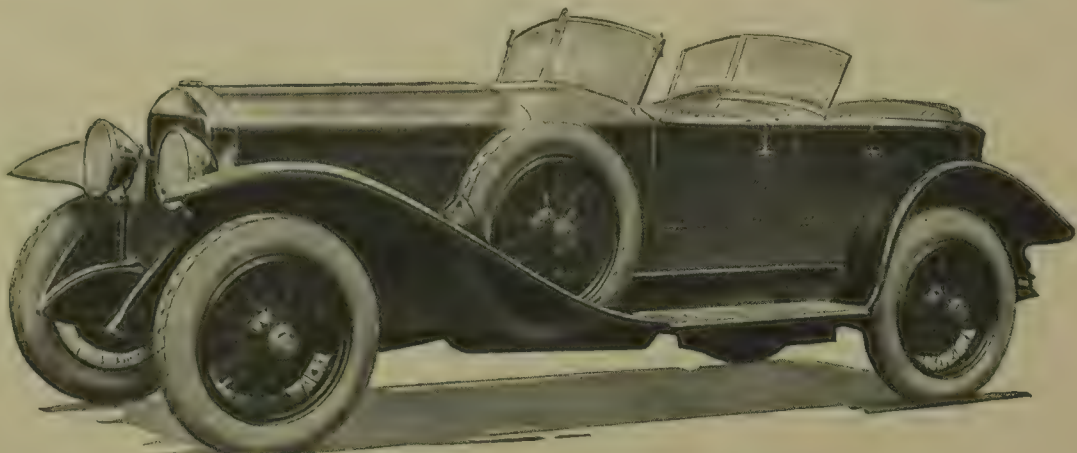
Top gear speed from walking pace to 90 miles per hour.

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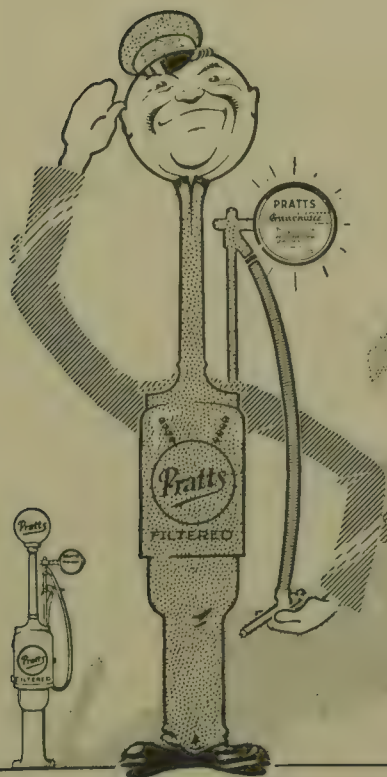
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Of interest to Motorists

**STAND
299
OLYMPIA OCT. 9-17**

THERE'S a wealth of interesting exhibits for motorists at my stand. In addition to Pratts Perfection Spirit there will be completely equipped one and five-gallon Golden Pumps for bulk storage installations, and Lubricating Oil Outfits on view. A representative of the Proprietors of Pratts will demonstrate the working of all models, and answer any questions visitors may care to ask.



Sweeping Victories for Pratts

World's 24 Hours' Record.

Broken at Montlhery by Capt. J. R. Duff and Mr. Woolf Barnato, at an average speed of 95 miles per hour, driving a 3-litre Bentley and using Pratts.

Two World's Records (Unlimited).

Established by Capt. J. R. Duff driving a Bentley car at an average speed of 97 miles per hour for 18 hours on Pratts.

Grand Prix de Boulogne.

Both classes won on Pratts, also Pickett Cup, Crouy Cup, 4 Miles Speed Trials, 1 Mile Hill Climb and 500 Metres Hill Climb.

Belgian 24 Hours' Road Race.

The Imperia Team secured 1st, 2nd, 4th and 5th places on Pratts.

Belgian Grand Prix.

Won on Pratts, 250 miles at 66.6 m.p.h., also record lap at 72.6 m.p.h.

Championship of Ireland.

75 Miles Championship of Ireland and 75 Miles Championship of Ulster in 250 c.c. class with Pratts.

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For best fuel consumption won on Pratts.

Scottish Six Days' Trials.

53 awards captured out of 75 by competitors using Pratts.

International Six Days' Trials.

Every Team Prize and 43 out of 51 other awards won on Pratts.

All Won on

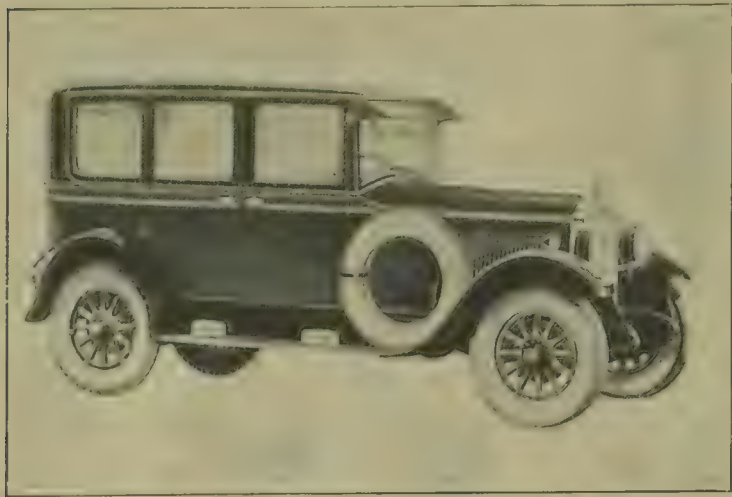
PRATTS
PERFECTION SPIRIT

On Top in all Road Tests



Crossley Car Breaks Six Records.

On Oct. 2, a 20-70-h.p. Crossley, fitted with a four-seater body, driven by Mr. Leon Cushman, obtained the following international records on the Brooklands Track. One



A FINE CANADIAN PRODUCT: THE BUICK "BRITISH EMPIRE" FOUR-DOOR SALOON.

kilometre, standing start, speed 60.62 m.p.h.; one kilometre flying start, speed 103.42 m.p.h.; one mile standing start, speed 70.75 m.p.h.; one mile flying start, speed 100.98 m.p.h.; five kilometres flying start, speed 104.02 m.p.h.; ten kilometres flying start, speed 103.92 m.p.h. (Subject to official confirmation.) It will be noted that in the five kilometre flying start record the speed attained was over 104 miles per hour. These records follow a series of successes which have been obtained by Cushman on his Crossley this season.

Darracq Again Wins 200-Miles Race.

For the fourth time, Darracq cars have scored an outstanding success in the classic 200-miles race for the André Cup, promoted by the Junior Car Club at Brooklands. In the event run on Saturday, Sept. 26, Darracq cars, driven by H. O. D. Segrave and Count G. Masetti, led the field

from beginning to end of this important contest. The race this year was of a much more exacting character than previous events in the series, as it included hairpin bends which imposed the severest strains on braking, and also provided an unprecedented test for the acceleration abilities of the competing cars. From the commencement of the race the Darracqs drew well away from their nearest opponents, and the contest soon virtually resolved itself into a struggle between Major Segrave and Count Masetti as to which Darracq should retain the place of honour. Major Segrave led for 150 miles, and then, owing to the necessity of changing a tyre, had to concede first place to Count Masetti. Major Segrave spent but a minute at the pit, however, and was soon off in pursuit of the Count. How well matched were the Darracqs is proved by the fact that in the result Major Segrave won the race at an average speed of 78.89 miles an hour, while

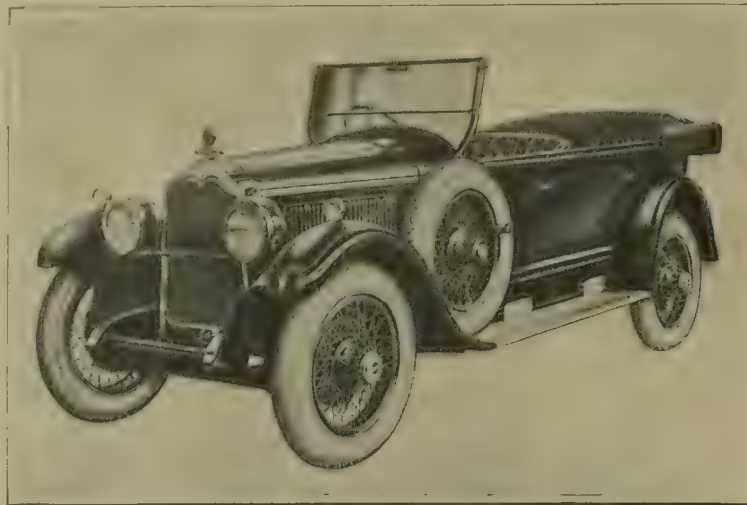
Count Masetti was second with a speed of 78.88 miles an hour. Thus there was a difference of only one and four-fifths seconds between the winning Darracqs. They were over ten miles an hour faster than their nearest competitor, which was some thirty-three miles behind at the end of the race. Throughout the strenuous contest the two Darracqs ran with complete consistency, no mechanical trouble of any kind being experienced.

The history of the classic J.C.C. 200-miles race is marked by the outstanding success of Darracq cars. The first race in 1921 was won by Major Segrave on a Darracq; in 1922 Mr. K. Lee Guinness piloted a Darracq to victory; and last year the same driver was again victorious on

a Darracq. Considering the most exacting nature of the race this year and the superb driving demanded by the frequent negotiation of hairpin turns, the speeds put up by the Darracq cars of but 1490 c.c. capacity must be regarded as highly creditable.

Anglo-Persian Enterprise.

An article in a recent issue of the *Oil News* describes the successful production of a British light lorry with caterpillar tread for use in marshy and sandy districts of tropical countries. These lorries were built at the instance of the Anglo-Persian Oil Company, which brought together two British companies to co-operate in their construction. Only a few months ago, the Anglo-Persian, by using the same methods, was able to keep in this country a very large order for the manufacture of oil-well casing. Such instances as these are a reminder of the British character of this great enterprise, and of the strongly



FIT FOR A KING: THE BUICK "MONARCH" TOURING CAR, BUILT IN CANADA.

British policy which has always directed its activities. In a very special degree, the Anglo-Persian Oil Company is a British national possession, as the majority of its stock is held by the nation. In addition to this, the Anglo-Persian Oil Company is

[Continued overleaf.]



Gifts for Men

THE difficult question of what to give finds its solution in a visit to the Showrooms of the Goldsmiths & Silversmiths Company. Visitors will find displayed there the finest collection of Gifts in London. The diversity of the Company's stock of Jewels, Watch Bracelets, Gold and Silver Plate ensures a satisfactory choice, pleasing alike to the donor and recipient.

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Combines the conveniences of both electricity and coal gas, and without their disadvantages. A pure and clean gas produced at 1s. 6d. per 1,000 feet. A softer light, more brilliant than electricity, at a fraction of the cost.

The only gas generator using motor spirit without waste. 50 per cent. proved lower running costs after replacing hundreds of other makes.

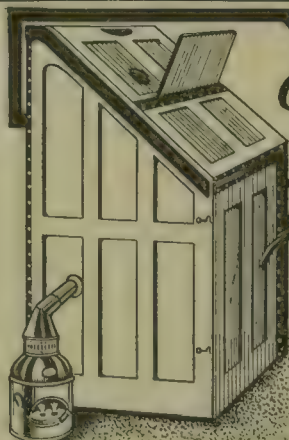
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The high efficiency
generator and burners
that are silent.



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HOT AIR BATH While you rest

All the delights and benefits of Turkish Bathing—of steaming the impurities from your system—of absorbing healthful medicated atmosphere, can be enjoyed privately, economically and with absolute safety. The mild but powerful influence of hot air or medicated vapour, as applied by our Patent Cabinet, is recommended by Physicians for the cure of Rheumatism, Colds, Influenza, Kidney, Blood, and Skin Diseases.

FOOTS' SAFETY BATH CABINET

Contains several exclusive advantages, and embraces every desirable feature. Write for our Illustrated "Bath Book," which contains full particulars. J. FOOT & SON, Ltd. (Dept. B7), 168, Great Portland St., London, W.1



alone in that the whole of it—great fleet of tanker ships are British and were built in Britain, and that "BP" spirit is British and refined in Great Britain. Every drop of "BP" motor spirit sold in this country is refined at Llandarcy, South Wales, or at one or other of the company's Scottish refineries, of which the newest is at Grangemouth. Through these various activities of production and distribution the company employs, not indirectly, but directly and constantly, over 20,000 people in this country—far more than any other petrol company. Indirectly, in the construction of its ships, depots, lorries, and other equipment for road and rail, and the material for the operation of its Persian fields, and in connection with its various distributing activities, the company gives employment to many times this number.

As the production of petroleum in the British Empire is, unfortunately, not enough to meet more than a small fraction of this country's requirements, it is vitally important to secure British control of adequate foreign fields and to build up a home oil industry.

Through the Anglo-Persian Oil Company, the British people are able to call upon one of the world's richest sources of supply. Already the importation of Persian crude has risen to over a million and a quarter tons a year, and the output of "BP" motor spirit to nearly a quarter of the total petrol consumption of the country. W. W.

"LA CHAUVE-SOURIS," AT THE STRAND.

ONCE more M. Balieff and his "Chauve-Souris" company are with us, and once more we are forced to admire the gifts of this master-showman as comedian, and the finish, whether in grouping or lighting, in dancing or musical *ensemble*, secured in every item of his entertainment. M. Balieff's English is rather worse than it was on his last visit—purposely so, one would imagine, since in the meantime he has paid a visit to America: none the less, his brief addresses to his audience are among the chief joys of the show. The programme preserves some familiar items, notably "The March of the Wooden Soldiers," which can never grow stale, but it also has its novelties—a *pot-pourri* from Rossini's "Barber of Seville"; "The Night Idyll," a beautifully lighted affair; "I Miss My Swiss," a turn fashioned out of an American song; and "Oh, Katherina." Six weeks is the limit of M. Balieff's season.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, 15, Essex Street, Strand, W.C.2.

MRS. ARTHUR RAWSON (Imperial Chess Club).—It gives us great pleasure to comply with your request, and we wish the new departure all success.

FRANCISCO PRIETO (Porto Rico).—Your solution of Problem No. 3961 fails in one interesting direction. How do you mate if Black replies with 1. — P to Q Kt 8th (becomes Kt)? As regards far-off correspondents, we give them every indulgence, and you may depend that your solutions will be admitted under very elastic limits. Mr. Hollins, 7, Great Turnstile, Holborn, London, W.C.1, can probably supply you with whatever books or material you require.

ERNEST HAMMOND (Brooklyn, N.Y.).—You will have seen by this time where you failed with No. 3963, but you have the consolation of knowing a good many more shared your fate.

P. J. WOOD (Wakefield).—Thanks for further contribution, first impressions of which are not unfavourable.

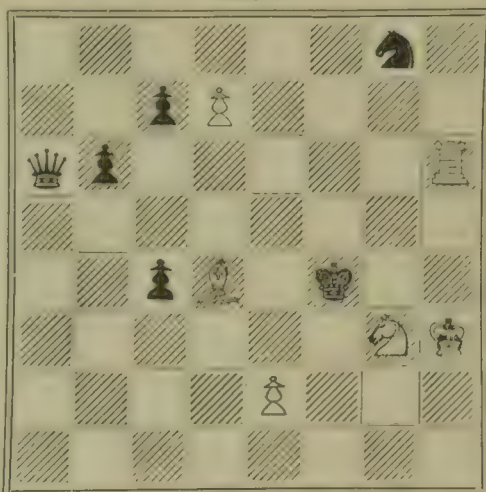
II HESHMAT (Cairo).—It is curious how many, like yourself played the Kt to the wrong square in No. 3964. There seems to have been an idea that if the black Bishop moved from B 3rd, 2. P to B 6th, disch and mate. But it is not so, on account of 2. — Kt to B 4th.

II WARD (West Kirby).—Kindly read the note above.

HORACE E McFARLAND (St. Louis, Mo.).—Thanks for your ever-welcome budget. The unflagging spirit of your magazine is amazing; it is a mystery how you keep it up. We have conveyed your well-deserved compliments to the composer of No. 3963.

PROBLEM No. 3966.—By A. NEWMAN.

BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM No. 3962 received from Kumar Duvendra Singh (Dholpur State, Rajputana, India); of No. 3963 from J. Hannan (Newburgh, N.Y.), J. W. Smedley (Brooklyn, N.Y.), Horace E. McFarland (St. Louis, Mo.), and J. M. K. Lupton (Richmond);

of No. 3964 from R. C. Durell (Hendon), R. B. Pearce (Happisburgh), and J. M. K. Lupton (Richmond); and of No. 3965 from J. C. Kruse (Ravenscourt Park), W. Kirkman (Hereford), C. B. S. (Canterbury), J. T. Bridge (Colchester), J. Hunter (Leicester), H. W. Satow (Bangor), L. W. Cafferata (Newark), J. P. Smith (Cricklewood), R. B. Pearce (Happisburgh), W. C. D. Smith (Northampton), S. Caldwell (Hove), R. P. Nicholson (Crayke), G. Stillingfleet (Johnstone (Cobham), M. S. Maughan (Barton-on-Sea), F. J. Falwell (Caterham), P. J. Wood (Wakefield), J. M. K. Lupton (Richmond), H. Burgess (St. Leonards-on-Sea), R. B. N. (Tewkesbury), and D. R. A. Hotchkiss (Edinburgh).

SOLUTION OF PROBLEM No. 3964.—By E. G. B. BARLOW.

WHITE
1. Kt to Q sq
2. Mates accordingly.

BLACK
Anything

A very pleasing position, in which ingenuity of defence is happily blended with an interesting versatility of reply. The heroic efforts of Black's Knight to frustrate mate have won the admiration of many correspondents, while, on the other hand, several good solvers have failed to determine the right move of White's Knight for the key.

CHESS IN INDIA.

Game played at the Beaman Chess Club, Bombay, between Messrs KHADILKAR and BORIS KOSTICH during the latter's tour in India.

(Two Knights Defence.)

WHITE (Mr. K.)	BLACK (Mr. B. K.)	WHITE (Mr. K.)	BLACK (Mr. B. K.)
1. P to K 4th	P to K 4th	square, he makes the advance of the adverse Q P irresistible. Justice, however, must be done to the clever combination he has in view.	
2. Kt to K B 3rd	Kt to Q B 3rd	18. Q to B 4th	B takes Kt
3. B to B 4th	Kt to B 3rd	19. Q to R 4th	B takes Kt
4. P to Q 4th	P takes P	20. P takes B	B to B sq
5. Castles	Kt takes P	21. Kt takes Kt P	K takes Kt
6. R to K sq	P to Q 4th	22. P to Kt 5th	Kt to K 4th
7. B takes P	Q takes B	23. P to Kt 6th	R P takes P
8. Kt to B 3rd	Q to K 4th		

Q to K R 4th is perhaps more usually played; but apparently to no greater advantage.


9. Kt takes Kt B to K 3rd
10. B to Kt 5th P to K R 3rd
11. B to R 4th P to K Kt 4th
12. B to Kt 3rd Castles (Q R)

A considerable benefit accrues to Black by this Castling. Not only is his King fairly safe, but his Q P receives the support necessary to make it the decisive factor of the game.

13. P to Q R 3rd B to Kt 2nd
14. P to Kt 4th Q to Q 4th
15. R to Q B sq K R to K sq
16. Kt to B 5th B to Kt 5th
17. R takes R R takes R
18. P to B 4th

White is too eager in attack at a moment when defence demands his attention. By this abandonment of the command of his Q 3rd

Girls' Chess Championship.—With the object of encouraging the game of chess amongst girls under twenty-one years of age, it is proposed to hold a meeting in January next, when a challenge cup presented by Lady Margaret Hamilton Russell, together with a championship badge, will be played for, in addition to other prizes. Mrs. Arthur Rawson, the President of the Imperial Chess Club, has kindly granted the use of the club-room for the occasion, and anyone interested in the proposal is invited to communicate with her at 62, Brook Street, W.1.



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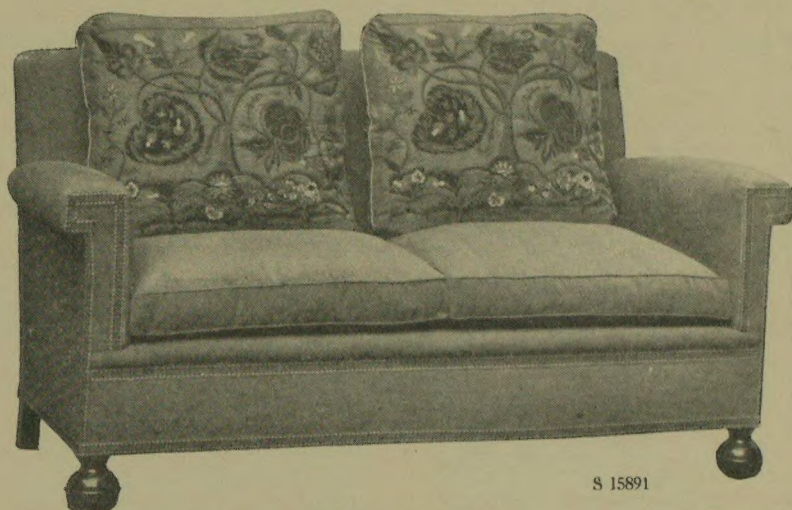
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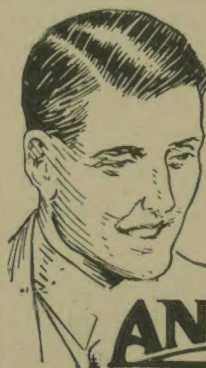
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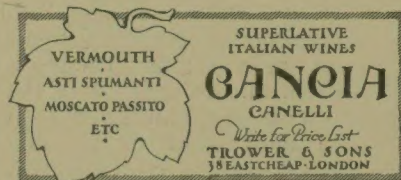


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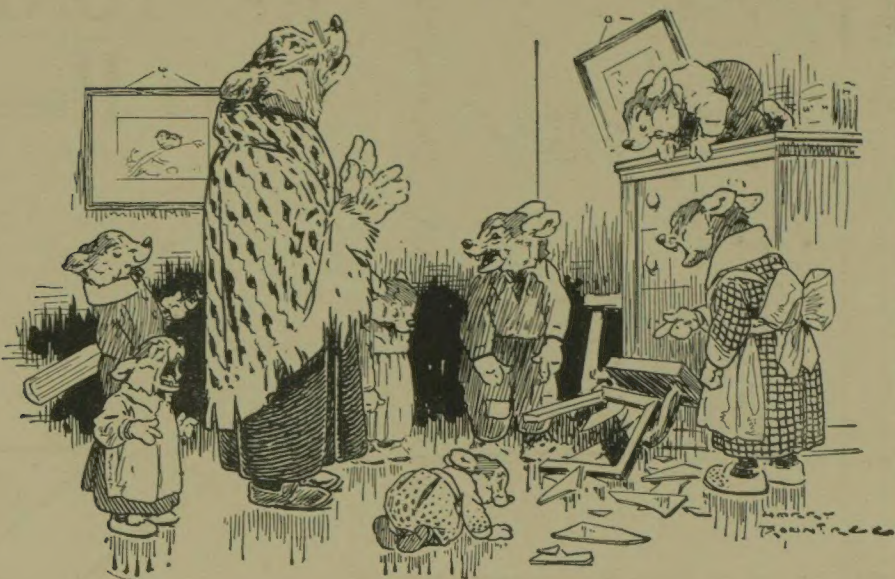
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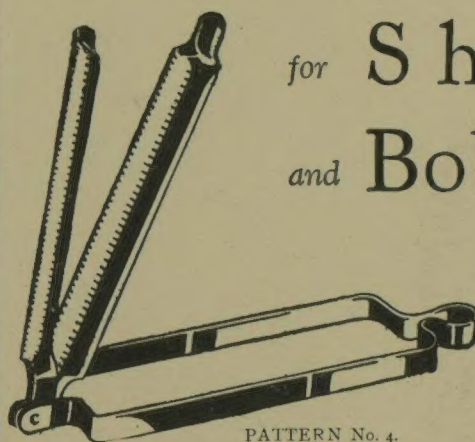
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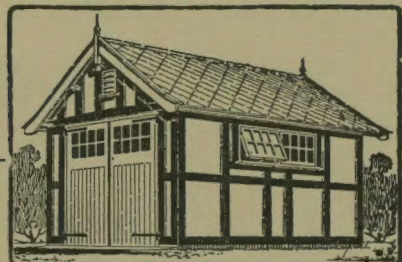


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